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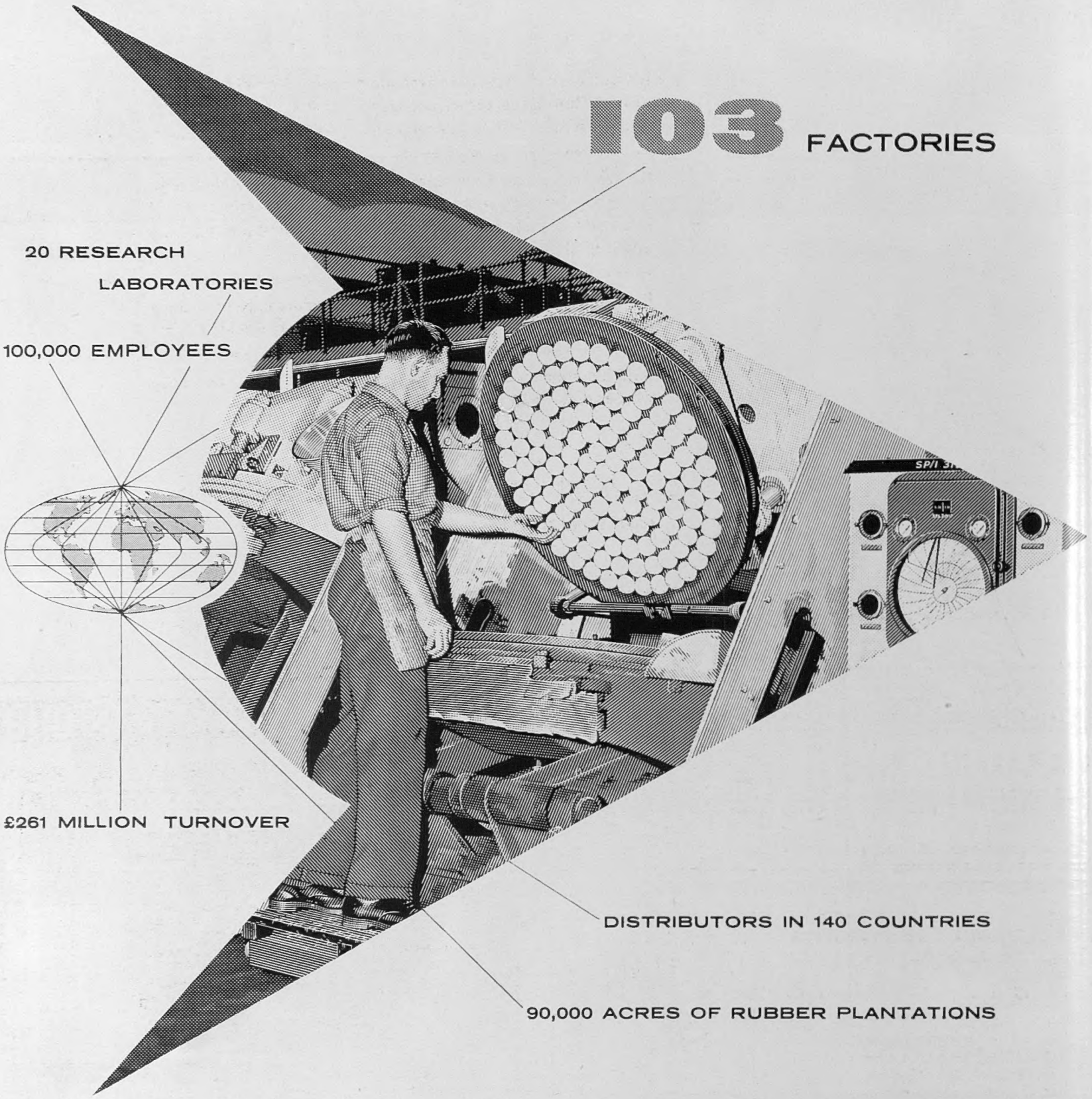
BEHIND THE DUNLOP SYMBOL



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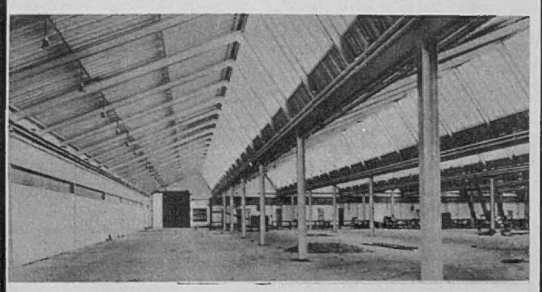

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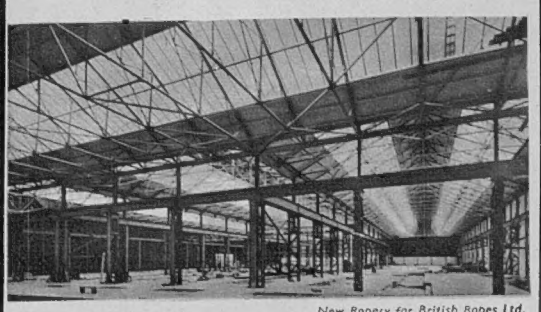

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Volume CCXLIV No. 3164

THE SPHERE

LONDON, January 21, 1961

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With which are incorporated *The Graphic* and *Black & White*

BEFORE THE START OF THE ROYAL TOUR

This new photograph of the Queen and the Duke of Edinburgh has been taken by Anthony Buckley to mark the Royal tour of India and Pakistan, which starts this week. The Queen and the Duke arrive in Delhi on Saturday and will tour the country until February 1, when they go on to Pakistan. They will return to India on February 16 to continue their tour until the 26th, and then leave for a short visit to Nepal. The Queen and the Duke fly back to Delhi on March 1 for their farewell ceremonies before setting out for the visit to Persia on the following day. They are to return to England on March 6. Further details of the Royal tour are given in "The Voice of the Commonwealth" on pages 104 and 105. A complete pictorial record of the tour will be published in *The Sphere* of March 18. In this picture the Queen and the Duke are at the entrance to the Green Drawing-room of Buckingham Palace. Her Majesty is wearing a pale pink and white embroidered lace evening gown, the Russian fringe tiara, and the Sash and Star of the Order of the Garter. On her left shoulder are the Family Orders. The Duke is in the full-dress uniform of an Admiral of the Fleet, and his decorations include the Sash and Star of the Garter

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NEWS SUMMARY

Economic talks at Chequers; farm frauds in Russia; the next moves over Algeria; the Cabinet crisis in Israel

GREAT BRITAIN

At **Chequers** last week-end, the Prime Minister discussed financial and economic affairs with the Chancellor of the Exchequer, Mr. Selwyn Lloyd. Their meeting set off a wave of speculation over the Government's plans to solve economic difficulties. Some days previously in a speech at **Liverpool,** Mr. Selwyn Lloyd warned about signs of inflation and gave notice that the Estimates for next year showed large increases. A number of Conservative Back Benchers have been pressing the Cabinet to carry out stronger measures to curtail departmental spending. Among suggestions on ways of reducing direct taxation is the proposal for a tax on consumption, possibly a sales tax. When he was questioned at a Press conference at **Grimsby,** Mr. Gaitskell said that he would not advocate a sales tax, but capital gains taxation. He went on to declare that those who earned their money by capital profits from successful speculation should be made to pay their fair share.

Money problems have also beset professional football in England. Under threat of strike on January 21 by the players, the two sides of the long-drawn-out dispute were due to meet last Wednesday at the Ministry of Labour in **London** for final discussions. The point at dispute concerned rights of retaining and transferring. It appeared that the Professional Footballers' Association, led by Mr. Jimmy Hill, agreed that the clubs should have the right to transfer players to other clubs. The clubs should also be entitled to retain players after their contracts had expired. In return for these concessions, the players wanted to be paid a minimum retaining fee of £15 a week until the transfer was effected and for the period after their contracts expired. But the clubs insisted that a player should sign a "conditional contract," which allowed the club to retain him (if necessary without playing) before he was paid. (There would, therefore, be no guarantee of a £15 a week minimum.)

THE UNITED STATES

One of Mr. Eisenhower's last acts as President was to forbid U.S. citizens to buy or hold gold in foreign countries after June 1 next. This step was taken to reduce speculation in gold abroad and to prevent dollars being taken out of the country for this purpose. It was presumed Mr. Kennedy, who had been informed in advance, was in agreement with President Eisenhower's measure. Americans have not been permitted to hold or buy gold in the United States since 1933.

Mrs. Golda Meir, Israel's Foreign Minister, meets Africans on a youth course in Tel Aviv

THE SOVIET UNION

A plan for a thorough reorganisation of the Soviet agricultural system was put before the meeting of the Central Committee of the Soviet Communist Party by Mr. Khrushchev in **Moscow** last week. During the meeting it was revealed that false production figures had been issued by some farms. This drew angry outbursts from the Russian Prime Minister, who declared that such offenders should be severely punished. "You cannot," he proclaimed, "make pancakes out of statistics." The last two harvests in Russia are understood to have been poor. With a population increasing at the rate of over 3,000,000 a year, this could have serious results unless stocks are improved. The Central Committee also announced that the Twenty-Second Congress of the Soviet Communist Party will be held in Moscow on October 17. (Normally the date for a Congress is given only a few weeks before it starts.)

It was reported early this week that relations between Russia and Albania were growing worse. Tension was said to be increasing between the Albanians and the Russians stationed at the naval base in that country. Albania is the only Russian European Satellite which has openly supported China's militant Communism and not Mr. Khrushchev's doctrine of "peaceful co-existence."

FRANCE

In **Paris** last week-end, M. Noel, President of the Constitutional Conference, announced the official results of the referendum on Algeria. He revealed that 41.24 per cent. of registered electors in Algeria abstained. The final figures were: in France, there were 20,196,547 valid votes out of 27,184,408, and of these 15,200,073 were "Yes" and 4,996,474 were "No": in Algeria there were 2,517,515 valid votes out of 4,470,215 registered and of these 1,749,969 were "Yes" and 767,546 were "No." General de Gaulle obtained a "yes" from just over half of all registered voters.

In **Tunis,** the headquarters of the F.L.N. insurgents, the F.L.N. official organ called on all Algerians to boycott any new institutions set up under President de Gaulle's policy for Algeria. Last week, the French Government decided on a limited measure of administrative decentralisation in Algeria. This would increase the powers of local elected bodies and civilian officials and set up consultative councils at district and regional levels. In official circles in Paris, it was argued that this would give Muslims practical experience of local government. It seemed clear that General de Gaulle had no immediate intention of starting on major measures for Algerian home rule. Both in Algiers and Paris, speculation has been rife about whether General de Gaulle would hold meetings with the F.L.N. leaders, similar to the abortive talks last summer at Melun, or a round table conference of all parties involved, with or without the F.L.N.

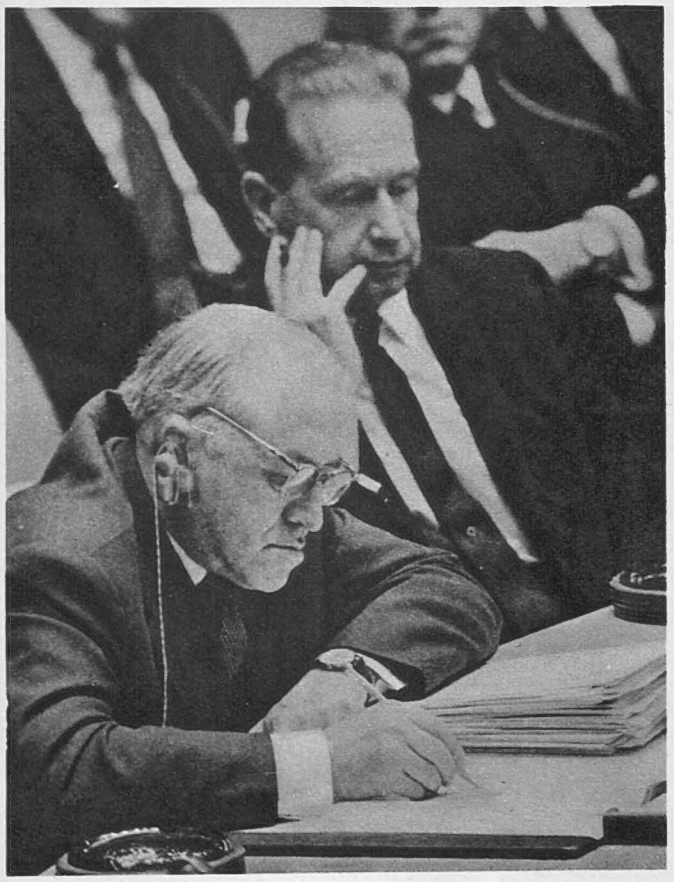
ISRAEL

A special meeting of the Israeli Cabinet was called for last Tuesday with a view to resolving the crisis in the Coalition Government of six parties, which came to a head last week-end with the threat of resignation by certain Ministers. The cause of the crisis was what is known as the Lavon affair. In 1954 Mr. Pinhas Lavon was Minister of Defence when an Israeli security operation in Egypt ended in two Jews being sentenced to death in Cairo and several others being imprisoned. Mr. Lavon resigned office. Last December, as a result of new evidence coming to light, a majority of the Cabinet exonerated him from responsibility in the affair. However, Mr. Ben-Gurion (who was not Prime Minister in 1954) opposed this decision and insisted that there should be a judicial inquiry into the affair. The differences between the Prime Minister and certain other Ministers became acute and last week it was feared the Ben-Gurion Government might fall. In an effort to prevent this, President Ben-Zvi of Israel appealed to members of the Cabinet to remain in office and not to resign, as some of them had threatened. But the situation remained very tense before last Tuesday's special meeting.

THE NEW U.N. COMMANDER IN CONGO

A CAUSE OF UPROAR IN GERMANY

BLESSINGS FOR THE KING OF LAOS



MR. ZORIN AND MR. HAMMARSKJOLD AT U.N.

A RUSSIAN INSPECTION OF AINTREE

Left : MR. MARPLES PREPARES TO SPEED

THE NEWS IN PICTURES

King Savang Vatthana receives blessings in the Buddhist manner from well-wishers in Vientiane. Early this week it was reported the pro-Communist Pathet Lao forces, still being supplied by Russian airlift, were threatening the Laotian royal capital of Luang Prabang. At the same time the Chinese Government sent messages to Britain and Russia, joint-Chairmen of the 1954 Geneva Conference on Indo-China, suggesting that an enlarged meeting of the Conference should be called soon to deal with the situation in Laos

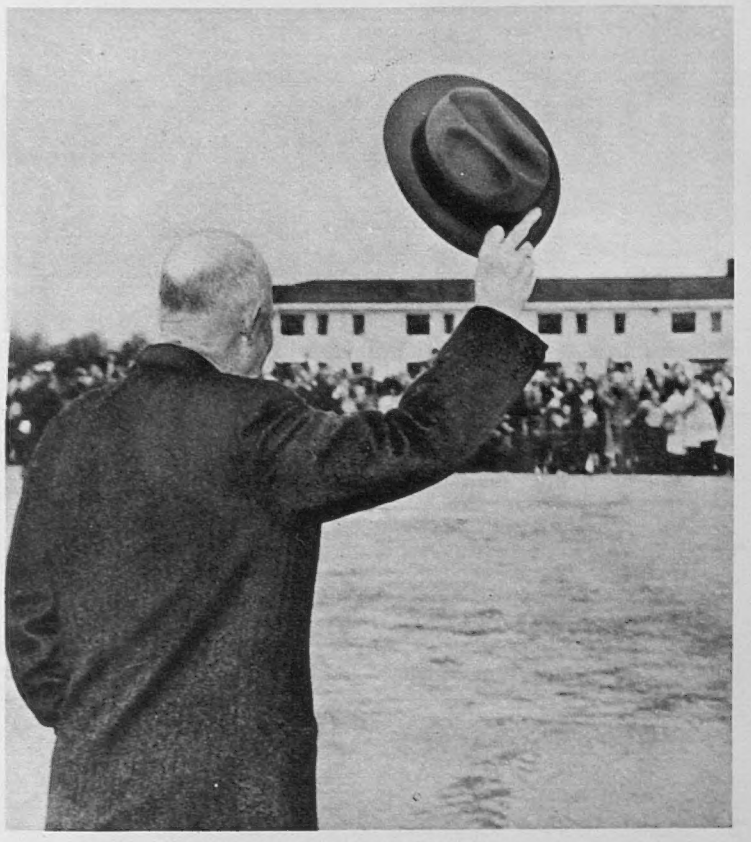
Far left: Lieut.-General Sean McKeown, of the Irish Republic, on his arrival in Leopoldville to take over the command of the United Nations forces, is greeted by Colonel Mobutu. In centre behind is Air-Commodore Chapman, of the Royal Canadian Air Force. General McKeown assumed his duties at a time when the situation in Congo seemed worse than ever. In several parts of the country there were battles between U.N. troops and tribesmen. In Leopoldville it was believed Mr. Lumumba might soon be released to attend President Kasavubu's all-party conference which he called for January 25

The Soviet Delegate and the Secretary-General of the U.N. sit in the Security Council in New York. They were attending the debate on the resolution censuring Belgium for alleged aggression against Congo which, backed by Russia, was moved by Ceylon, Liberia and the U.A.R.

Far left: Dr. Johannes Dieckmann, President of the East German Parliament, passes through a strong police guard in Marbach, near Marburg, in West Germany. He was leaving a meeting which he had been invited to address by a students' association. There was much disorder and outside the hall there were demonstrations

Mr. E. N. Dolmatov (right), director of the Central Moscow Racecourse, and Mr. M. G. Soskin (left), a Russian-born merchant banker, investigate The Chair jump, the highest jump of the Aintree Grand National Course. Mr. Dolmatov later expressed confidence that the three Russian horses, entered for the race, would run, in spite of the Ministry of Agriculture's current ban designed to stop the spread of African horse disease

Far left: In the traditional Anglo-Swiss Parliamentary ski race at Davos, Mr. Marples, the Minister of Transport, starts the downhill course. The Swiss Deputies won the event. Mr. Marples was one of the two most successful British skiers



A FAREWELL TO PRESIDENT EISENHOWER

Mr. Eisenhower waves good-bye to a crowd of several thousand as he leaves Augusta National Golf Club in Georgia after making his last visit there as President. He returned to Washington to send to Congress his eighth and final annual message on the State of the Union. In it he reviewed the achievements both at home and abroad of the U.S. Administration during his two Presidential terms. Mr. Eisenhower declared that the spiritual, moral and material strength of the country had been increased during this period

NEGRO ENROLMENT LEADS TO A RIOT

Far right: Miss Charlayne Hunter talks to the Press in Athens, Georgia, after she and another Negro had been enrolled in the University of Georgia. Their enrolment in the hitherto all-white University had been ordered by a Federal Court. Within a few hours of their arrival at the University they were attacked by a stone-throwing mob of white students. The authorities suspended the Negroes "for their own safety"

THE NEW EXTENSIONS TO THE STATE DEPARTMENT IN WASHINGTON

The ceremony of dedication of the extensions to the State Department in the American capital took place last week. Representatives of many nations were present. The buildings were begun three years ago. Features include glass corridors and a three-storey sheet-glass grand entrance for protocol occasions. There is a helicopter landing-ground on the roof

Below: Mr. Chou En-lai (left), the Prime Minister of China, and U Nu, the Burmese Prime Minister (sitting at far end of table), sign the documents ratifying the Sino-Burmese Frontier Settlement in Rangoon. Between them is the Burmese President, U Win Maung. The terms of the settlement were agreed a year ago. Each party ceded certain territories. The rest of the frontier was to be demarcated by a joint committee

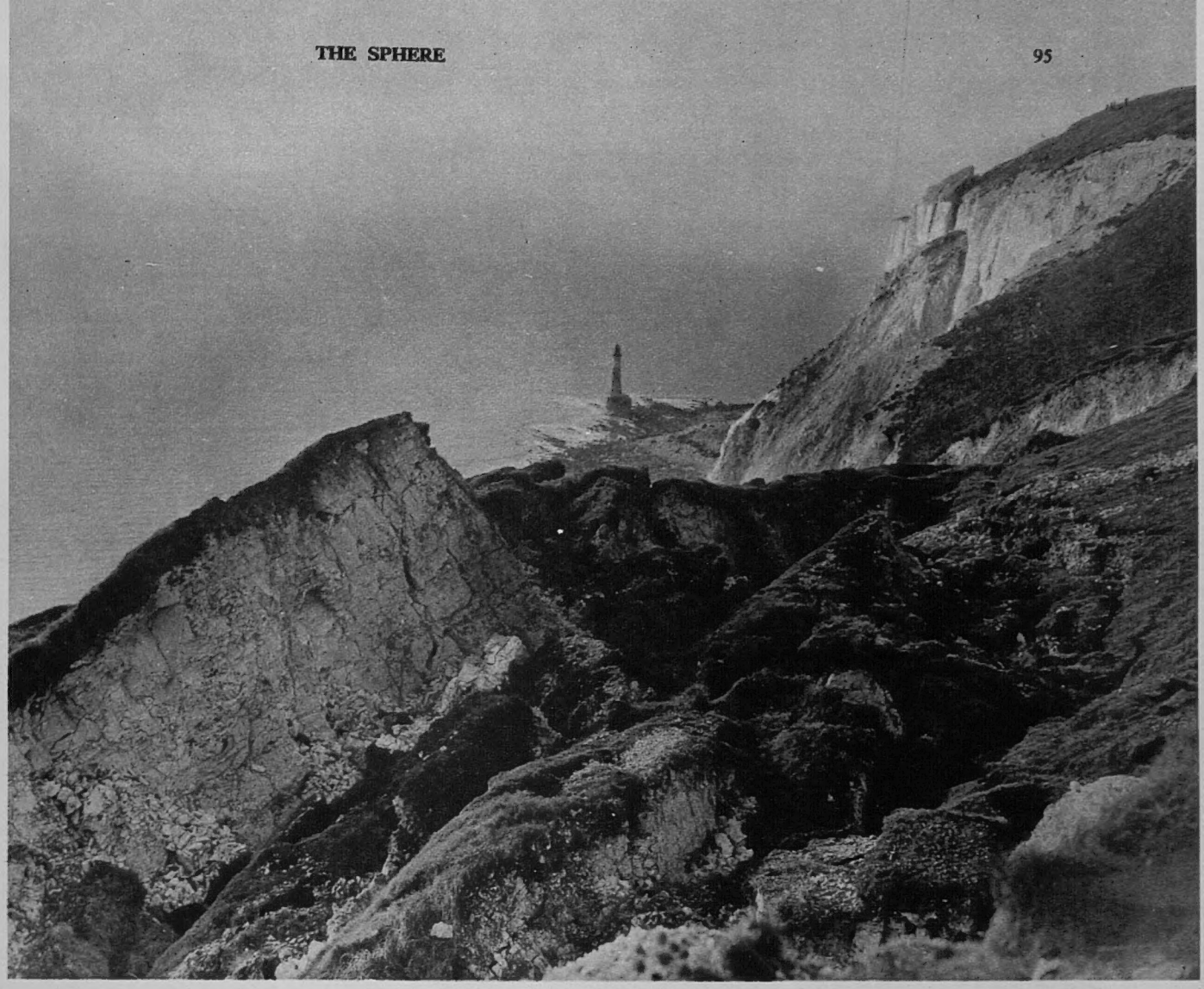
THE RATIFICATION OF THE SINO-BURMESE FRONTIER AGREEMENT

MR. TOM MBOYA AND MR. NEHRU IN DELHI

The leader of the Kenya African National Union, Mr. Tom Mboya, visited India last week for talks with the Indian Prime Minister. It was understood that these were concerned with seeking assistance in the moves to obtain the release from a restriction order of Mr. Jomo Kenyatta (charged with being implicated in the Mau Mau terrorism). At the same time, Mr. James Gichuru and two other colleagues in Kano came to London to have talks with Sir Patrick Renison, the Governor of Kenya, on the same matter

THE NEWS IN PICTURES

Many thousands of tons of chalk of Beachy Head, in Sussex, are poised 450 ft. above the rocks to the east of Beachy Head Lighthouse. Last week, after being loosened by prolonged rain, about 50,000 tons of chalk disappeared down the sheer cliff and a horseshoe crack appeared and widened to about 15 ft. across. It was estimated that the cliff might lose another 200,000 tons, promising to be one of the biggest falls ever at Beachy Head. A police watch was kept on the area (which comes under the National Trust) as sightseers arrived in the hopes of seeing the chalk fall. Bronze Age relics have been found in this area near Eastbourne and it was believed that following the disturbances more of the remains might be found. After a landslide in 1801, it is recorded that a one-eyed man, called Jumper Hutches, found four gold armlets



A MAJOR LANDSLIDE OF CHALK FROM THE TOP OF BEACHY HEAD

Right: Mr. Winston Churchill, the son of Mr. Randolph Churchill, adjusts his helmet before taking part in the downhill race of the " Roberts of Kandahar " ski event at Mürren, in Switzerland. In fine conditions, the event was won by Mr. C. A. Palmer-Tomkinson in the time of 1 min. 52·4 secs. with the Aga Khan half a second behind

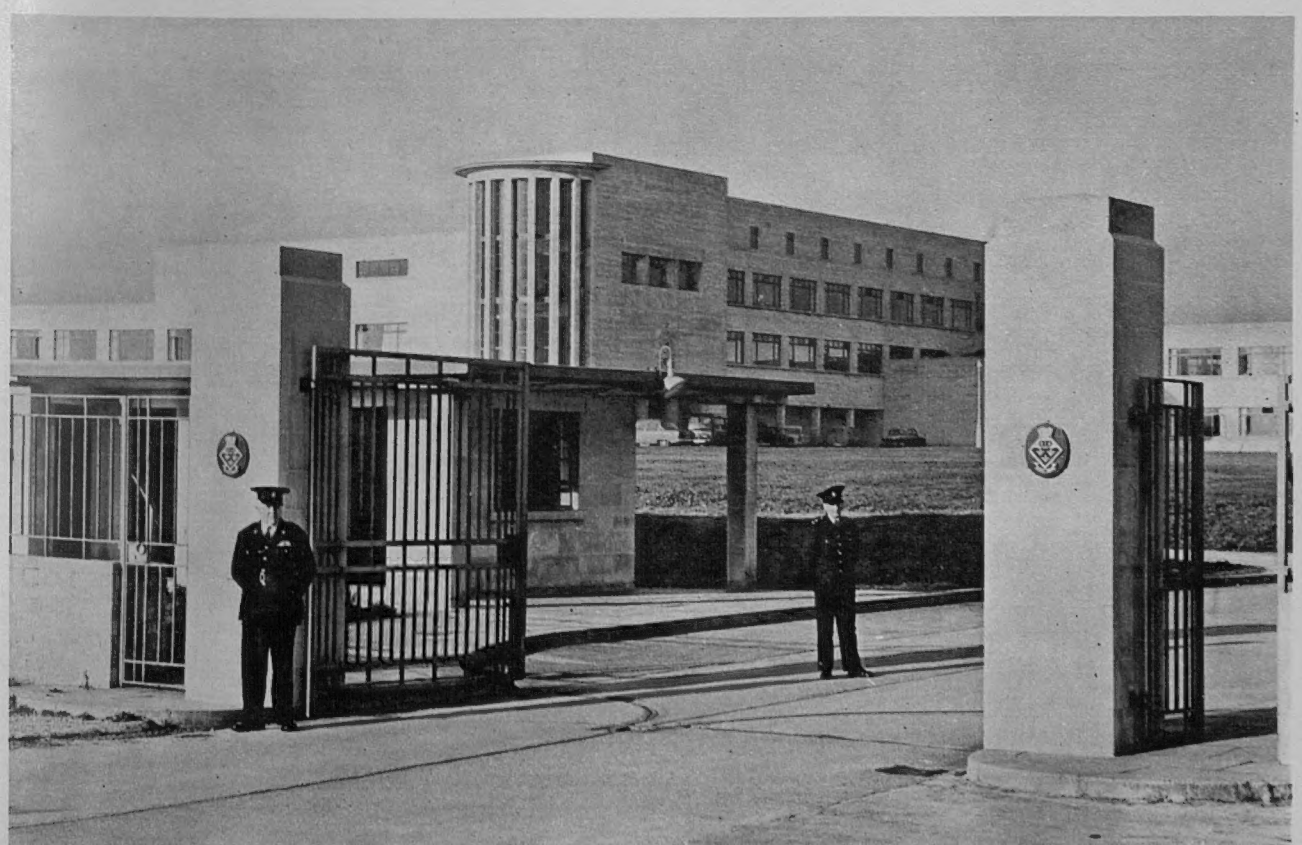
SIR WINSTON CHURCHILL'S GRANDSON

Centre: Mrs. Alice Crawley, of Kensington, celebrated her ninetieth birthday last week. For two years before her marriage in 1904, Mrs. Crawley was secretary to Florence Nightingale and lived with her at her home near Park Lane, in London

MISS NIGHTINGALE'S SECRETARY

" YACHTSMAN OF THE YEAR "

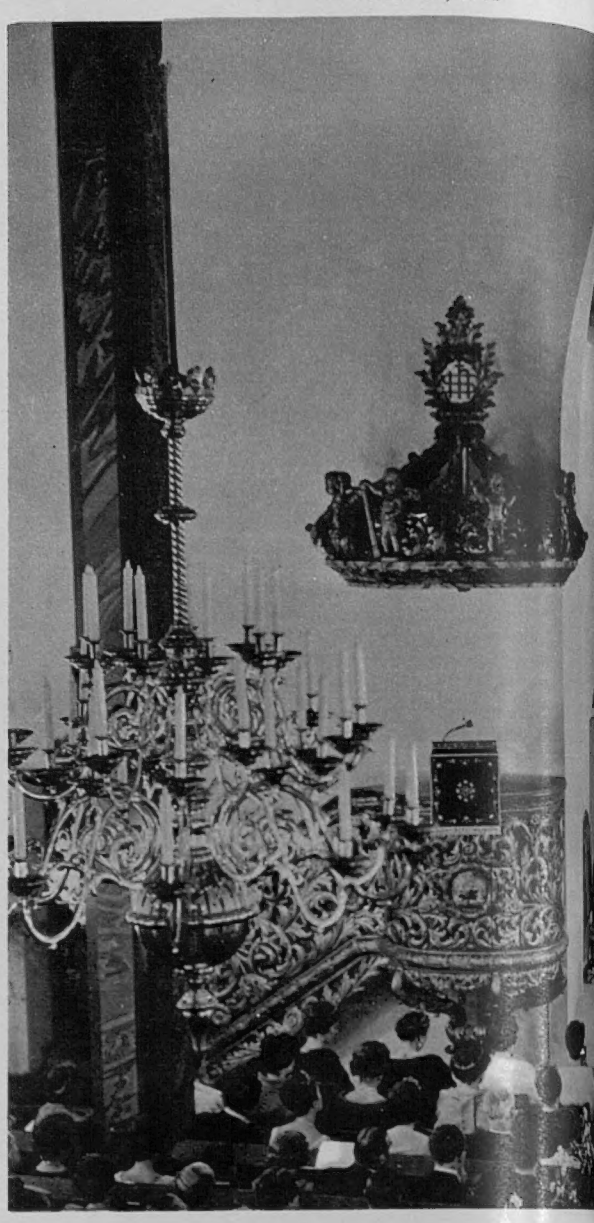
At the International Boat Show at Earls Court, in London, Mr. Francis Chichester is clearly delighted with the " Yachtsman of the Year " award shortly after it had been presented to him for his exploit in winning the singlehanded yacht race across the Atlantic last year. He said he hoped to enter a second singlehanded yacht race from Plymouth to New York in 1964



RESEARCH ESTABLISHMENT IN THE NEWS

The entrance to the Royal Navy's Underwater Weapons Research Establishment at Portland is closely guarded. Part of H.M.S. *Osprey*, the naval base, the establishment is reported to be engaged on work associated with anti-submarine warfare. It was mentioned in connection with the trial of five people remanded last week at Bow Street, charged with conspiring to commit breaches of Section One of the Official Secrets Act

King Olav accompanies his daughter, Princess Astrid, from Skaugum Manor, his country estate near Oslo



The ceremony in the church of Asker is conducted by Bishop Fje

NORWEGIAN WEDDING

On an intensely cold late afternoon in the parish church of Asker, near Oslo, Princess Astrid was married to Mr. Johan Martin Ferner, a commoner and the son of the owner of an Oslo store. Among the 550 people in the congregation were the twenty-eight-year-old bride's father, King Olav; her brother, Crown Prince Harald; and her sister, Princess Ragnhild (with her husband, Mr. Lorentzen); Princess Margaret, representing the Queen, and Mr. Armstrong-Jones; and eleven princes and princesses from Denmark, Sweden and Luxembourg. The best man was the bridegroom's brother (Mr. Finn Ferner) and the three bridesmaids and one page were his two nieces and the son and daughter of Princess Ragnhild. After the 40-minute ceremony conducted by Bishop Arne Fjellbu, a friend of the Norwegian Royal Family, the guests drove back to Skaugum for the wedding dinner.

At Skaugum after the ceremony, Norwegians, carrying torches, greet the Royal couple. **Below right :** Mr. Armstrong-Jones escorts Countess Madeleine Bernadotte of Sweden

rmer Bishop of Trondheim, in the ritual of the Norwegian Lutheran Church

Princess Astrid and Mr. Johan Ferner, with the three bridesmaids and the page

Princess Margaret leaves the church with Prince Bertil of Sweden.

Right: Princess Astrid and her husband pass the guard of honour after the ceremony

JOHN CONNELL

A NEW ERA INAUGURATED

On Friday, January 20, 1961, Mr. John F. Kennedy, the former Senator from Massachusetts, is being inaugurated as the thirty-fourth President of the United States of America. The dignified, strangely poignant ceremony of the transfer of authority has been completed. Mr. Eisenhower, with all his great qualities of heart as his chief commendation to history, withdraws to Gettysburg and well-honoured and earned retirement; and Mr. Kennedy assumes the vast burden of what he himself has already acknowledged to be his lonely as well as high office.

This is not the time (and my meticulous critic from Minnesota will, I feel certain, assure me that it is not the place) to attempt to assess the Eisenhower Era as a whole, its achievements and its failures. While the Presidential Election campaign was at its height I did, indeed, offer such an assessment; I showed my pro-Kennedy and anti-Nixon sentiments a little too openly, and the caning which I got from Minnesota was memorable indeed. I think, therefore, that on this occasion I shall confine myself strictly to the present and the future.

First, I wonder whether the American people are now persuaded that it really would be to their interest to change the stately stage-coach procedure under which, at present, an old Administration fades out and a new takes over. Seldom before have the dangers and the defects of the present system, with its long wintry interval in which no major decisions can be taken, been more nakedly revealed. It is ironic that a nation which idolises speed and efficiency should have retained so complicated and tedious a constitutional technique; and that another, Great Britain, which many Americans think of as a land of whiskered old gaffers tottering down winding lanes, should have evolved a practical and swift system which enables a Prime Minister to complete and install a whole new Administration within a day or two of his predecessor's resignation.

Mr. John Kennedy thanks Professor A. M. Schlesinger of Harvard for the use of his home in Cambridge, Massachusetts, for a meeting before addressing the Massachusetts legislature

Since that haggard dawn in which Mr. Nixon conceded victory to John F. Kennedy, the problems waiting to be tackled, if not immediately to be solved, have accumulated dauntingly in the winner's " In " tray. Some of them are very hardy perennials, and some seem to be the results of the Communists' ineradicable desire to exploit to the full, any and every situation which suggests itself as a source of weakness on our side. I reject, for example, as inaccurate and unworthy, the suggestion that the diplomatic breach with Cuba was cunningly engineered by the outgoing Administration in order to embarrass Mr. Kennedy and his colleagues as much as possible. The Americans have never had the initiative in the whole miserable rumpus with Castro; he has persistently set the pace for them, just as Nasser has always done for us, and with the same mixture of sobbing hysteria, thievery, and petty but blatant malice.

Many of the new President's principal problems are, of course, internal. He is probably most vulnerable—as every President from the Atlantic seaboard tends to be—on his agricultural policy. Segregation is a very live issue in the South, whose difficulties will not be diminished by the daunting orgy of commemorative celebration of the centenary of the Civil War on which State after State is now launching. Fortunately, despite all the rumours of a major industrial recession in the offing which were rife towards the end of last year, President Kennedy does not face to-day the economic blizzard which, twenty-eight years ago, confronted his great Democratic predecessor, whose name and authority he has so often evoked.

But do not let us under-estimate the magnitude and the complexity of the tasks to which the President must address himself. James Reston, the *New York Times* Washington correspondent, described one of them the other day in terms which compel my sympathy and admiration. He was discussing the inflated language of contemporary bureaucratic administration and of international affairs, and he pointed out that it is the curse of the Cold War. If Mr. Kennedy does nothing more, Mr. Reston says, than change the dialogue of the Cold War, he will " deserve gratitude of every politician, diplomat and school ma'am in Christendom."

I would add in heartfelt tones, " and of every political commentator, too." For, as Reston argues, " this harsh and brassy dialogue between Moscow and Washington has been going on for years now in accordance with the theory of Pavlov's dog. Khrushchev rings the bell in Moscow, and Lincoln White, the State Department's spokesman, salivates and barks in Washington. This, of course, is good for journalism but not necessarily for diplomacy or peace."

I think that this change in the mood and the tone of the dialogue can be achieved (and I seriously believe it to be very important) without any relaxation by the United States on any major matter of policy. In view of the fact that the new President has chosen to retain, as his two principal advisers in Soviet-American relations, Mr. Charles C. Bohlen, a special assistant on Soviet affairs to the Secretary of State, and Mr. Llewellyn E. Thompson, Junior, as Ambassador in Moscow, who have both served the outgoing Administration in the same capacity, I do not believe that we shall see any sudden or dramatic alteration in America's policy towards Russia.

What perhaps matters more than any specific attitude of the new regime—whether it be on the U.S.S.R., on China, on Nato, or on Africa and " colonialism "—is its mood, its general tone of speech and behaviour. Do people read the works of Walter Bagehot nowadays? More than a century ago he pointed out that new leaders can quickly create new moods, in a whole nation and within a short space of time, by what they say and how they act.

Too little attention, in my view, has been paid by our Press to a speech which Mr. Kennedy delivered at the beginning of last week to a joint session of both Houses of the Massachusetts Legislature. He set out in this speech with clarity and a very moving simplicity his beliefs on the way in which he and his Administration, and their successors, ought to conduct themselves. The high court of history, he said, would base its verdict on them all upon the answers to four questions:

" First, were we truly men of courage—with the courage to stand up to one's enemies—and the courage to stand up, when necessary, to one's associates—the courage to resist public pressure as well as private greed? Second, were we truly men of judgment—with perceptive judgment of the future as well as of the past—of our own mistakes as well as the mistakes of others—with enough wisdom to know what we did not know and enough candour to admit it? Third, were we truly men of integrity—men who never ran out on either the principles in which we believed or the people who believed in us—men whom neither financial gain nor political ambition could ever divert from the fulfilment of our sacred trust? Finally, were we truly men of dedication—with an arm mortgaged to no single individual or group, and compromised by no private obligation or aim, but devoted solely to serving the public good and the national interest."

Connoisseurs of political orations will note with some respect the scarcity of platitudes, the absence of blah-blah-blah, in these sentences. They run fresh and clear and strong, like a hill burn; the ideas which they express are not exceptionally novel, profound or sophisticated, but their restatement is of value both to the individual who uttered that restatement and to the people to whom they were manifestly addressed.

For this has to be remembered about the United States: this vast, powerful nation did not just grow, as Britain or France or many another European nation just grew; it is the result of the practical application to day-to-day politics of certain moral principles hammered out for themselves by articulate and intelligent people. They disdained expediency; they and their forbears had suffered and endured greatly for the faith in which they believed. This experience has set a permanent ethical stamp on the outlook and actions of the United States. Since nations are as prone to failure, error or exaggeration as individuals, it does mean that, every now and again, American behaviour in the international field can be infuriatingly priggish and self-righteous, and inconsistent and illogical. But our world would be a blood-drenched shambles or a slave-pen by now if it had not been for America's moral mood and tone; and at the beginning of a new President's term of office it is no bad thing that that mood and tone should be eloquently reaffirmed.

Outside Mr. Hammarskjold's hotel in Pretoria, African demonstrators gesticulate and hold up placards. Many of these read " Don't forget Sharpeville "

"WORLD OF TURMOIL"

The Secretary-General of the United Nations, Mr. Dag Hammarskjold, visited South Africa at the request of the Security Council, which, in April, passed a resolution against the Union's policy of apartheid. Dr. Verwoerd, the South African Premier, said that he was glad Mr. Hammarskjold was in South Africa and could see for himself, without restriction, the Union's way of life and application of its policies. In one of his few statements during his visit, the Secretary-General said that South Africa was " living in a world of turmoil." He referred to the new African states in the U.N. and said that the most essential feature of the difficulties which the United Nations and South Africa had to solve was " recognition of a common and shared problem." In Pretoria, where Mr. Hammarskjold stayed for talks with Dr. Verwoerd and his advisers, there were African demonstrations. He talked to Africans in eastern Pondoland (the chief area of trouble ever since the introduction of the Government's tribal system), Cape Province, and the African township of Alexandra. Mr. Hammarskjold cancelled his round of visits to Cairo, Bombay and Delhi in order to fly back to New York for the debate in the Security Council on Congo.

Left: In Pretoria, Dr. Verwoerd, the South African Premier, is with Mr. Hammarskjold

b

Singing the opening hymn at the 127th Islington Clerical Conference at Church House, Westminster, are, from left: Dr. J. C. Mann, Assistant Bishop of Rochester; the Bishop of Bradford; the Bishop of London; the President, the Rev. Maurice A. P. Wood, Vicar of Islington; Dr. J. R. Taylor, formerly Bishop of Sodor and Man; and the Bishop of Tonbridge. The Islington Conference is an assembly of Evangelical Churchmen

The George and Dragon Inn, near Woodhead Reservoir, Che

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

"THE ACCOUNT RUNS ON." Certainly we are accustomed to early evidence that the evils of one year run on into the next. And just as the end of a reign in history is very seldom the end of an epoch, so (punctually) we discover that a beastly year is seldom the end of a chapter of accidents. The first week of 1961 gave us clear proof to expect the mixture as before, thunder, lightning, frost and storm in the hearts of men and in the works of nature; for ever crises, unrest, intemperance, threats, riots, strikes, crime and killing. Will a day *ever* come when the news-announcers can find one single item of hopeful news to headline or broadcast? Will good news *ever* be news and vice versa? Surely the Prime Minister, that suave and outwardly untroubled man, can have no "top secret" cause for optimism to-day at home or abroad. He has indeed admitted that we are in for a hard struggle to cash a small part of the election promises and forecasts which helped to bring him to power not so long ago, a pegged cost of living, expanding trade, hopes of budget reliefs; above all, a harmonious meeting of saner world leaders on the summit with the mists dispersing to give a clearer view of the promised land. All these items in the political china shop look to-day like the results of a mad bull's incursion. Certainly, also, the Labour Party is hardly in a favourable position to cash in on the uncashed promises of the Tories, with a mighty drive to win new supporters. Nor are their allies among the T.U.C. remarkable for the success of any New Year resolutions they may have made to get back to a sense of responsibility, authority and clear thinking. That loan to the Belgian strikers seemed to stress the total bankruptcy of Socialist policy. I wonder whether by the end of 1961, humanity's harried flocks of sheep will begin to ask for *leadership*, and whether in response to their demand, some students of history may begin to recall the very few instances when individuals by their personal qualities have assumed that role and succeeded in restoring fibre and discipline and purpose in civilisations rotting and disintegrated. Before absolute power corrupted them, the vilest dictators showed what personal leadership could achieve to stop the rot.

IMMIGRATION DANGERS. How odd it is (and how often) that public opinion sees dangers ahead for the nation before Governments see them, and acts. Half our domestic troubles to-day stem from over-population, and Mr. Osborne, M.P., recently listed three or four sound reasons (applicable to coloured immigration) why the inflow should be checked or stopped quickly *pro. tem.* For a time, unemployment and short time are likely to increase. Our own people will demand and deserve first consideration for available jobs. Coloured immigrants already are embarrassing the insoluble housing problem and indeed re-creating slums. Our hospitals must cope with disease brought in by immigrants, who are using our Welfare State services before fully qualifying for them by contributions. If our vaunted "affluent society" to-day turns up its nose at doing our "dirtier and cheaper jobs," a temporary trade recession should induce it to think again, to give up demanding unskilled labourers from overseas to "do the rough" and to try to "save England by its exertions." Government policy on free immigration still remains what it was when we were a homogeneous nation of 25,000,000 and received more than trouble and execration from our Colonial Empire. It is a fine thing to prove to our many critics that "colonialism" is not a wholly selfish business, but altruism in our small island can be carried too far, a charity should sometimes begin at home.

"FARMYARD MORALS" AND RUSTIC HUMOUR. It is characteristic of Britons, and indeed of humanity, to attack and criticise the amenities which they most constantly enjoy, and B.B.C. sound and TV are constant victims. Mr. James Callaghan was on familiar ground when he criticised some TV programmes for bringing "the morals of the farmyard and the violence of the jungle" into homes during family viewing hours. As for the morals of the farmyard, it may be urged that perhaps they are more natural and wholesome than some which are practised by human beings. But I fancy that working parties are still "working out" the influence

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as been closed after 314 years and is to be demolished

In January sunshine, the West Norfolk hunt moves off at Gayton. The hunt traces its origin back to 1534

of such programmes on juvenile delinquency. Probably the B.B.C. would not yet accept it that their trusteeship is to take the place of the Sunday School teachers of Mr. Callaghan's boyhood. Money talks louder to-day than at the end of last century, and calls for more licence. I shall treat this criticism as *sub judice*. But the notions of what is humour, what is amusing, is another matter on which Mr. Callaghan did not touch. The other night, by rare mischance, I found myself caught up in a TV item called " Laughline." It is easy and fair to say that one generation fails to catch up with the humour of succeeding generations. I find *Punch* harder to comprehend and appreciate than I did. But I do question whether at any period of our social history, a majority of an audience could find in that item " Laughline " very much for even the most primitive sense of fun to appreciate. To me it seemed to scrape the barrel of invention to raise a laugh. It suggested that TV had thrown in its last reserves. But I daresay those statistics with which periodically we are furnished, lists this item among the ten most popular. " We are growing old, Scaramel."

EDUCATING OUR GIRLS. I think educational problems and theories discussed at educational conferences receive too much publicity in the Press, or perhaps too specialised: with the result that we get the idea that these conferences waste their time on a great deal of nonsense. It may be that more schoolgirls should learn more mathematics. That might help them in careers in industry, but seems to contradict the theory that they must be thoroughly trained in every branch of housewifery. The power to check the grocer's account can be acquired in an early stage of mathematics. Then again there is a cry for much more instruction for girls in their social and personal needs. They must learn personal hygiene and of course have proper sex instruction, together with teaching in good " grooming," manners and speech. I should have thought that manners and speech (both admirable aims), if not inculcated at home, would be covered by educational aims of every modern secondary school already, and that classes in good " grooming " can hardly find a place in a syllabus already overcrowded with frills. For girls, team games are overdone and not very popular and some of the time spent on games must be used to educate them for their social problems—for example, how to " handle " their boy friends. The boys don't need " grooming " classes; whether they like it or not, they must go on kicking footballs and grow up to manhood through the normal stages of dirtiness and mud, though some of them may be better developed by courses in fencing or golf. I don't like to believe that the rising generations of both sexes are so much more in need of " care and attention " than their mothers and grandmothers were. But so it seems. To judge by the present wave of outrages on young girls, the new instruction on " grooming " should be postponed until that on " handling " their boy friends has proved successful. The best method seems to be to inculcate plain common sense, reinforced with instruction in ju-jitsu. Too much " grooming " often leads to " handling." Let us hope that what we read in the Press reports of these conferences does not give a complete picture of the range of the discussions.

CAUSE AND EFFECT? By a single vote Nottingham City Council reversed their earlier decision to allow *Lady Chatterley* free access in the public libraries. These second thoughts were due to a study of local statistics. The number of unmarried mothers under the age of sixteen rose from only one in 1958 to seven in 1959 and sixteen in 1960. It is perhaps not totally proven how major was Lady Chatterley's share in these sombre figures, but, whatever it was, she has certainly done her work quickly and efficiently. Alderman Purser, who just secured a majority for the reversal, is eighty-eight, and has not read the book. I don't believe he would think differently if he had. But that fact must tell against him among *Lady Chatterley's* friends, be they bishops or schoolmarms or just ordinary, " enlightened people." But all her fans and all her critics will anxiously await the 1961 Nottingham statistics, to learn whether the fault, dear Nottingham, lies not in a best-seller but in yourself, if you are growing too big, too early. Meanwhile the jury and all those expert witnesses who impressed their views on the jury must wonder (till truth makes all things plain) how far their little candle throws its light, how bright their good deed shines in a naughty world.

ROCK 'N' ROLL. The *Lancet* has come out with a new-old prescription for checking and easing the ills and discomforts of old age. The rocking-chair, writes Dr. Swan, stimulates circulation and respiration, encourages supple joints and muscle tone and sound sleep, discourages lung-congestion and swellings due to fluid. All expensive treatments and drugs and care for the aged are largely unnecessary. The rocking-chair is cheap and readily obtained, has no side-effects, is non-toxic and needs no prescription. The aged who still use this old museum piece are healthy, hale and comfortable, rocked in the cradle of old age as they were rocked in the cradle of infancy. Rocking is the thing all through life. For the baby the rocked cradle, for teenagers rock 'n' roll, for the old (in years) the rocking chair. Whether the seafarer, rocked in the cradle of the deep, has a longer expectation of life than the executive in the swivel desk-chair is not yet determined. But rocking and rocking-chairs are likely to be in fashion in 1961 and there may be some saving possible in the costs of the Health services. Nothing of course is new. Pope had a word for it in his prologue to the satires:

> Me let the tender office long engage
> To rock the cradle of reposing age . . .

No doubt Dr. Swan is familiar with Pope's poetry.

THE OLD STAGER

Ondine, the water sprite (Leslie Caron), is brought to trial

The King of the Ondines (Derek Godfrey) in his kingdom with Ondine (Leslie Caron)

ENTERTAINMENT

ONDINE

at the Aldwych Theatre

For the third production of the Stratford-upon-Avon Company in London, the director, Peter Hall, chose Giraudoux's *Ondine*, little known in Britain although acclaimed just before the war in Paris and in 1954 in New York. Starring in the part of Ondine (the water sprite who falls in love with and marries a human, Hans, in order to gain a soul) is Leslie Caron, on her welcome return to the London stage after a gap of several years. Gwen Ffrangcon-Davies is making a special appearance with the company in the small role of Queen Isolde. Others in the cast include Richard Johnson as Hans; Derek Godfrey in two roles, as the King of the Ondines and the Illusionist; Eric Porter as the Chamberlain; and Sian Phillips as Bertha the girl to whom Hans was engaged. There are 35 characters in the play; one reason why this enchanting and magical serious comedy has not been performed in England since the Bristol Old Vic production of some years ago. *Ondine* was based by Giraudoux on an old German legend and has an individual atmosphere and style. The production, which opened last week, is running at the Aldwych Theatre in company with *Twelfth Night* and *The Duchess of Malfi*.

Left: At the royal court are Ondine in her ball dress and the Chamberlain (Eric Porter)

In the final scene are Bertha (Sian Phillips), kneeling by Hans (Richard Johnson), with the sprites—Maroussia Frank, Wendy Gifford, and Diana Rigg—and Ondine and her King

Hans (Richard Johnson) with Ondine, whom he marries

Right: Ondine wishes to gain a human soul

THE VOICE OF THE COMMON

CANADA

The Hon. George Hees, Canada's new Minister of Trade and Commerce, in an address recently to the Canadian Chamber of Commerce in Great Britain, stressed the importance of the increasing trade between Canada and Great Britain. He pointed out that, " Since 1946 British exports to Canada have more than quadrupled. They considerably more than doubled in the three years after the war and almost doubled again in the past decade.

" Canadian sales to the U.K. have, until recently, grown more slowly. This is largely because many of our traditional exports were excluded by the import controls which the U.K. was obliged to maintain to protect its balance of payments. Now almost all of these restrictions have been dismantled—a development we in Canada warmly welcome. Our exporters have a clear field and they are trying to show that they can do just as good a job of selling as their friends in the U.K.

" Canadian sales to the U.K. are, in fact, one of the brighter spots in our export picture this year. The same is true of British exports to Canada. The U.K. is maintaining its sales in the Canadian market at the record levels reached in 1959, although its total exports have registered a decline.

" The great expansion in British exports to Canada has meant a marked decline in our traditional surplus on merchandise trade with the U.K. In 1959, the favourable trade balance was down to under 200,000,000 dollars—less than in the '20's or the years immediately before the Second World War, in spite of the great increase in the value of trade which has taken place since then.

" Of course, we traditionally have a deficit with the U.K. in the so-called 'invisibles,' such as interest and dividend payments and tourist expenditures, and this tends to offset our merchandise surplus.

" The great increase in British earnings of Canadian dollars is the result of the foresight and hard work of British exporters in the immediate post-war period. At that time of uncertainty and when there were many conflicting opinions about the future course of economic events in the various countries of the world, many British exporters who had not sold to us before made a concentrated effort to break into the Canadian market. They built wisely and well. They chose a market which presents a great challenge and offers great rewards.

" All of us have a stake in the close to 1½ billion dollars of trade which flows across the Atlantic annually between the U.K. and Canada. Both countries have benefited greatly from this trade in the past. We know that it is of vital importance to keep this trade healthy and expanding.

" This is a crucial and challenging time in world trade. The strength and prosperity of both our countries depend on our willingness to strive harder than ever before to increase trade. You on your side of the ocean and we on ours are bending all our efforts towards this objective. And we are confident that we will succeed."

At a joint exhibition of their work at the Commonwealth Institute in Kensington, London, two artists from Uganda, Naresh Sengupta (left) and Elimo Njau, are seen with Sir Arthur Kirby, the Commissioner in London for East Africa, who had opened the show. Mr. Naresh Sengupta was trained in Calcutta and went to Uganda in 1951

NEW ZEALAND

The annual meeting of the British Medical Association, and the third to be held outside the United Kingdom, which will take place in New Zealand from February 6 to 10, will direct attention, at least among those attending, on health services in this country. With a population of less than two-and-a-half million, New Zealand last year spent more than £45,000,000 on these services, a very large proportion of this sum being devoted to medical services in the form of treatment for illness, whether in hospital or by medical practitioners under New Zealand's social security scheme, through pharmaceutical benefits and through sickness and invalid benefits.

New Zealand's Department of Health, through which this sum was spent, has as its main functions the prevention of disease and illness and the carrying out and co-ordination of measures conducive to the public health; the oversight of those public services (medical, dental and nursing) which have their being as a result of the failure of the first function; and the institution itself of facilities which are not provided by the second.

Of the Department's staff, approaching 6,500, the largest group, of 2,700, staffs the country's nine psychiatric hospitals and another large group forms the nursing staff for New Zealand's school dental service. As well as directly administering the psychiatric hospitals, the department operates five other institutions. Control of 218 public hospitals (69 general, 101 maternity, 26 special and 22 old peoples' homes) is vested in 37 hospital boards, for which all finance is now provided by the State through the Department of Health, which is thus responsible for a salary and wage bill of nearly £12,000,000 annually for 22,700 workers. Public institutions have 16,365 available beds and a further 2,580 beds are available in private licensed hospitals (also Government subsidised), of which there are 159 (36 maternity, 49 medical and surgical, 66 medical, 1 psychiatric and 7 mixed). The public hospital system, with private hospitals supplementing the national provision, is widespread and provides a high standard of patient care. The ratio of hospital beds for 1,000 population at 7·7 (6·5 general and 1·2 maternity) is more than sufficient by overseas standards.

Medical benefits paid under the social security system were last year nearly £20,000,000, or 44 per cent. of all health expenditure.

This is about double the payment in 1951-52, but the experience of a rising cost for health is by no means confined to New Zealand, where it has been found that the cost per hospital patient treated in 1956-57 had risen to £63 10s. from £25 10s. in 1945-46. The increase, however, was proportionately lower than that in the United States in the same period. The increasing cost of New Zealand's pharmaceutical benefits scheme, which has been operating for eighteen years, has also caused concern, but it has been found that the rising drug bill is part of a world pattern and not due to the existence of a free medicine scheme.

Nevertheless, the Department of Health feels that the community has a right to expect that the preventive services of health will keep expenditure down to a minimum.

Meanwhile hospital building is going on apace, with nearly £50,000,000 involved in a works programme spread over the next few years. In Auckland, New Zealand's largest city, which will also be the venue of the British Medical Association conference, nearly £14,000,000 is involved in major new hospital buildings either recently completed, under construction or in the planning stage. Auckland has also been recommended for the location of the second medical school in New Zealand. The present school is at Otago University, in the South Island city of Dunedin, which numbers among its staff and graduates many whose contribution to medicine has extended beyond their country. Notable among New Zealanders who have attained eminence in the medical profession in the United Kingdom are the plastic surgeons, Sir Harold Gillies and Sir Archibald McIndoe, both of whom died in 1960, and Sir Arthur Porritt, the present President of the B.M.A. The incoming President, Sir Douglas Robb, is also a New Zealander and is a surgeon in Auckland. New Zealand's Director-General of Health, Dr. H. B. Turbott, was last year elected President of the 13th World Health Assembly.

INDIA

Indians will have their first sight of the British Queen when she makes a State drive through Delhi after her arrival at the airport to-day (January 21). The pomp and pageantry will be an expression of the warmth of the greeting India is offering to the first British reigning monarch to visit the country since Independence.

While in the capital, the Queen and the Duke of Edinburgh are staying in Rashtrapati Bhavan, the President's Residence. This used to be the Viceregal Lodge and is a vast building covering an area equivalent to that of Trafalgar Square in London. It is one of the chief features of New Delhi, which was designed by Sir Edwin Lutyens and Sir Herbert Baker and formally inaugurated in 1931.

WEALTH

Anglo-Canadian trade expansion; health services in New Zealand; the Queen's visit to India and Pakistan

The Items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

The programme arranged for the Queen during her visit aims at showing her as many aspects of Indian life as possible. She will see some of the most beautiful ancient monuments in the world, such as the Taj Mahal at Agra. She will also be shown much of the development of modern India. There are to be visits to the Sanganer Community Project, to the great steel works at Durgapur, to the Atomic Energy Establishment in Bombay, and to Bangalore's Indian Institute of Science. Many of her journeys will be made by air, but on occasions she will ceremonially ride on an elephant. She will meet Indians of all ages, following a wide variety of occupations. Wherever the Queen goes she can be sure the Republic will give her a royal welcome.

PAKISTAN

The people of Pakistan are looking forward with great anticipation to the forthcoming visit of Her Majesty the Queen and His Royal Highness the Duke of Edinburgh. The Duke is by now a familiar figure in Pakistan, having been a very welcome visitor not long ago. But this is the first time that the Queen, the Head of the Commonwealth, is visiting Pakistan since the country became independent. The visit is also important because it puts the seal, as it were, on the friendliness that has throughout characterised U.K.-Pakistan relations. All this makes the visit a truly historic one.

The Queen's tour of Pakistan will start in Karachi when she arrives there on February 1. Karachi, till recently Pakistan's capital, is still the metropolis, as the largest city and as the nerve centre of Pakistan's commerce. Here lies buried the father of the nation, Quaid-i-Azam Mohammad Ali Jinnah, founder and the first Governor-General of Pakistan. The Queen's programme includes, appropriately, a trip to the mausoleum to lay a wreath. The other highlights of the Karachi stay are the President's banquet in honour of the Queen, a naval review, and a citizens' reception.

From Karachi the Royal Party will proceed to Peshawar with a brief break in the journey at Quetta for a visit to the Staff College there. This institution, first opened in 1905 near Bombay, has been in Quetta since 1907. Through it have passed, at different times, important figures such as Field-Marshals Montgomery, Auchinleck, Slim and Blamey (Australia), and General Ismay. The programme at Peshawar, of course, includes among other items, visits to the Khyber Pass, the University of Peshawar, and the Warsak Dam. This last has just been completed, with Canada's assistance, under the Colombo Plan. It is a "multi-purpose" project which will produce 160,000 kW. of electricity, but could be expanded to produce 240,000 kW. The project will also irrigate 120,000 acres of what, at present, is barren land. The Queen will also visit points of interest in the tribal area, meet tribal elders and have a glimpse of tribal life, which has fascinated and been admired by Westerners for centuries

After a quiet, brief sojourn in Swat, a real beauty spot in point of natural scenic beauty, the Royal party moves on to Lahore, where the highlight of the programme will be visits to the National Horse and Cattle Show. This has become an important annual event, almost a festival, and draws from far and wide the best specimens of horses, cattle and sheep bred in the country. There is a great deal of pageantry, many sporting events like tent-pegging, polo matches, and wrestling. The occasion draws visitors from all over Pakistan and quite a few from abroad. But this year's visitors will be the most memorable. The Duke of Edinburgh has attended the show before, and this will be his second visit.

From Lahore, the Royal party moves on to Dacca, East Pakistan, where the programme includes visits to Chittagong and Narayanganj. There the Queen will see the diversity between the two parts of Pakistan. East Pakistan, with its lush green and mild climate, is quite a change from the barren, rugged and forbidding terrain of the north-west region of West Pakistan. From Dacca the Royal party will fly to Calcutta for the second leg of the Indian tour.

Eight Australian girls, who are being trained as air hostesses at London airport, and another trainee, Miss Setsuko Morinaga of Tokio, take instruction in the trolley service. Their course in airline catering and care of the passengers lasts eight weeks

Mr. Ernest Long, last year's President of the Chartered Institute of Secretaries, presents the "J. F. Clark" prize of the Institute to Mr. Akwasi Appiah at Ghana's College of Administration in Achimota. He was the best student in the general principles of law

The Raja of Perlis, Malaya's new Yang di Pertuan Agong (Paramount Ruler) and his wife, the Raja Permaisure Agong, are seen with their children in the Istana Negara, their official residence in Kuala Lumpur. The Ruler was installed earlier this month

Shops with flats above them in a residential sector of Chandigarh. The Provincial Government of Punjab (India) invited the famous architect Le Corbusier to plan the town

CHANDIGARH

The completely modern capital of the Indian Province of Punjab

The old Province of Punjab was partitioned between India and Pakistan in 1947 at the time of the handover of power by Britain. The former provincial capital, Lahore, went into Pakistan. The Government of what was to be known as Punjab (India) took up temporary quarters in Simla. Architecturally Pakistan had the better of the bargain, for Lahore is full of relics of the glories of the Mogul period. None of the cities in Punjab (India) could compete with such traditional splendour, so the Indian authorities decided to build for themselves a new capital which would be splendid in a different way because it would be entirely modern.

The famous European architect Le Corbusier was invited to undertake the task. He was given full powers to design a planned city of the future. The idea was something of a shock to the older members of the Government, but there was no opposition in Parliament to the project and the site was inaugurated in 1953. In the words of Mr. Nehru, the Prime Minister of All-India, the town was "to be symbolic of the freedom of India, unfettered by the traditions of the past." The name chosen for the new capital was Chandigarh. This commemorates the Goddess Chandi, who is regarded in Indian mythology as the Goddess of Power.

In his plans Le Corbusier applied his concepts of what a city should be. According to him, it is a living organism, with an "anatomy" of head, trunk, and other limbs, joined together by a network of "arteries" or roads of different types. The practical result can be seen to-day in Chandigarh, which in six years has been completed on what was once a desert plain.

The town is divided into rectangular colonies called sectors. Each of them is virtually self-sufficient in its day-to-day requirements. The twenty-four residential sectors can be further classified according to the types of dwellings they contain. For instance some consist of groups of small houses for families of three—father, mother and child. Every house has two rooms, a kitchen, a veranda, and enclosed compound and a bath and water-closet.

The architect based his plans on the standards of living-space regarded as ideal in Europe. Many of the Indians seem to prefer to be more crowded and some of the small homes now have five or even six inhabitants. But this in no way detracts from the achievement of Le Corbusier in planning a modern city.

When the Queen flies from Lahore next month she should have an aerial view of Chandigarh

Modernistic sculptures in iron

"Family Group" is in the grounds of a nursery school

The Provincial Government offices in Chandigarh. **Below, left:** A serpentine wall on a housing estate. **Below, right:** A view from part of the Government buildings

BRIAN VESEY-FITZGERALD

THE OTHER CHURCH OF WINCHESTER

In every true cathedral city in England, save only Winchester, the cathedral dominates all other religious buildings. I do not include Bristol, where the great church of St. Mary Redcliffe dwarfs a cathedral of which only the considerably altered choir and transepts survive of the medieval buildings, because Bristol is more truly a port than a cathedral city. There may be many other churches, often there are, and some may be very fine, but, no matter how beautiful, they are overwhelmed by the cathedral. This is not the case in Winchester. There, the magnificent cruciform church of St. Cross, with its massive central tower, looks at the cathedral across the watermeadows of Itchen and holds its own.

Beaufort Tower of the Hospital of St. Cross at Winchester

The way by which you approach St. Cross is most important. Once St. Cross was a village lying a mile or more to the south of the city walls. To-day, it is within the city: there is no break at all in the built-up area. If you stick to the main road, you are through St. Cross before you know it, and, caught in the stream of traffic, you cannot see the church and are unaware that it is there. The only way to approach St. Cross is on foot; along the river bank by the Meads from the College. Approaching by this route, and it is a very pleasant walk, you get a most impressive view of the great church, for you then see the building and the buildings around in a truly rural setting, very much as men in medieval times must have seen them. The centuries fall away. The roar of traffic along the Southampton road, only a few yards away, is hushed. Here is cloistered peace in a most beautiful setting. That is as it should be, for St. Cross is a hospital.

Through a gabled archway there is a small courtyard and then the noble Beaufort Tower and a green quadrangle. Before you is the church, probably the finest example of transitional Norman work in England; on your right is the Great Hall and the kitchens; across the lawn are the cottages of the brethren with delightful tall chimneys and mullioned windows; facing them is the long sixteenth-century timbered ambulatory with, above it, the infirmary, the east window of which opens into the church so that a sick brother may sit there and not be deprived of spiritual comfort.

If you are intrigued by architectural puzzles, St. Cross will provide you with a real beauty: the great west window. This, and the two fine clerestory windows of the nave, are attributed by modern experts to Bishop Edington, who was Master from 1334-1345. It is known that Edington, during his Mastership, did a lot of work on the nave and if you compare these clerestory windows with work known to have been done by him during the same period in Winchester Cathedral, you can have no doubt that both are by the same man. All the experts, modern, and those of earlier days, agree about this.

It makes the west window of St. Cross all the more intriguing. Compare this, compare the work with work known to have been done by Edington in the Cathedral, little more than a mile away. I, at least, find it impossible to believe that the same man was responsible for both. Earlier experts attributed the west window to Sancto Mario, who was Master from 1289 - 1296. The moderns will have none of this: but I do not know why. It has sometimes occurred to me that one way of acquiring a reputation as an expert is to contradict other experts, which is uncharitable of me. I am a Sancto Mario man, unabashed by expertise.

But, if truth be told, it is not the church nor any of the other buildings which really interest the vast majority of visitors. Nor is it the history of the place nor the scandals which have rocked it from time to time during its long life. (Trollope's *The Warden* was written at the time when public attention had been drawn to the last, and perhaps worst, scandal of all.) It is the picturesque uniform worn by the brethren and the Wayfarer's Dole.

The hospital was founded about 1130 (the exact date is not known) by Henry de Blois, Bishop of Winchester, one of the greatest bishops ever to hold the see. The charter of the founder, as delivered to the Prior of the Knights Hospitallers, provided for the housing, clothing and entertainment of " thirteen poor, impotent men," and also, since there was then famine in England, for provision of a good dinner for one hundred poor men every day. There are still thirteen brethren of the de Blois foundation, who each have two rooms and a daily allowance of food and pocket-money. These men wear the black cloak of the order of the Knights Hospitallers, decorated with the eight-pointed silver cross of the Knights of St. John of Jerusalem. They are popularly known as " Black Brothers."

In 1445 Cardinal Beaufort added to the original foundation a hospital of " noble poverty." The number of these men seems to vary a good deal: but, when you come to think about it, the qualification is not quite so simple. They wear dark red cloaks (the Beaufort colours), decorated with a white cardinal's hat, and are popularly called " Red Brothers." Only the dinner for one hundred men has disappeared. That is now represented by the maintenance of fifty out-pensioners.

But the Wayfarer's Dole remains. It must go back to the very beginnings, more than 800 years ago, for de Blois was Cluniac-trained and in Cluniac houses every foot-traveller was given bread (the measure of a small loaf) and a generous drink of wine. You no longer get a small loaf (far from it) and beer in a horn has replaced wine. But the tradition remains, and that is the great thing. Moreover, it is not bad beer at that. Who drinks it now? Well, Americans mostly. No one could call them foot-travellers.

St. Cross is the oldest charitable institution in England still doing its original work. What a memorial to Henry de Blois! Here we have the strangest thing of all, a real quirk of history, for de Blois did not intend his hospital to be his memorial. He could not have thought that his hospital would survive for very long in so troubled a world. No, he intended his memorial to be the great church—actually only the eastern end and the transepts were his work. I think he set about building this magnificent church as expiation for his sins, for he was really more accustomed to building castles and a church this size seems a little unnecessary for " thirteen poor, impotent old men."

Expiation for his sins: a strange thing to say about a bishop. But there can be no doubt that Henry de Blois was a great man, a great bad man. He would have been a great bad man, thoroughly at home, in this twentieth century. He was a bishop only because it paid him to be. His sins were many. They have been washed away long since: by generations of poor, impotent old men who have found peace and succour in the evening of life in this quiet place. " The evil that men do. . . ." Not in the case of Henry de Blois.

Over the main street of Engelberg, the popular Swiss winter resort south of Lucerne, towers the snow-covered peak of Hahnen. **Right:** Skiers move across the slopes above Engelberg and **below:** enthusiasts take part in the sport of curling on the ice rink. Although the resort is situated at a moderate altitude, snow conditions last week were reported to be good to medium. Varying amounts of snow fell over Switzerland during this period and conditions in the resorts, full of visitors and competitors in the tournaments and championships, were generally good. Engelberg has a ski-lift for the nursery slopes and a railway to the higher slopes

WINTER SPORTS

TRAVEL

A CHOICE OF HOLIDAYS

The first of two articles on recommended places to visit in Europe

By **GORDON COOPER**

The range of holidays available abroad is to-day almost endless, and you will find travel agents who can arrange for you to visit such distant spots as Samarkand, Mount Athos, remote Saharan oases, and Perachora (Greece). Why do certain people go to these places? Usually, I think, because they have read about them. I cannot hope in a limited space to cover all the possibilities of holiday travel, but I do offer a specific suggestion for each individual country, starting with:

Finland.—At Aulanko there is Finland's biggest and best-known tourist hotel outside Helsinki, from which it can be reached by train in 1½ hours. Nearby is Hämeenlinna, the little town where Sibelius was born and went to school. The hotel itself is in the first-class category, and many of the rooms have private baths. It was here, too, that I enjoyed my first sauna bath, beside the lake shore—an unforgettable experience. Offering superb views of the surrounding lakes and forests, the hotel is also a good base for making the Silver Line ship route to Tampere (a delightful city), a six-hour restful journey through sinuous waterways bordered by forest and farmland. There are other places of interest in the vicinity of Aulanko, including Hämeenlinna and the medieval church of Hattula (best known of Finland's medieval churches).

The cost of a fortnight's holiday in Aulanko, including air travel from London to Helsinki, would be about £130. A break in the holiday at Helsinki is recommended, especially during the period of the Sibelius Festival (June 6-12, 1961). Cooks could arrange this trip for you. Incidentally, a visit to Finland might easily be combined with a stay in Stockholm. There are direct air and sea links between these two capitals.

Sweden.—No tourist to this country should miss Visby. The capital of the island of Götland (in the Baltic) is one of the most fascinating sights in Scandinavia and it is the only walled town in Northern Europe. You 'll find Viking remains there, also traces of Minoan, Greek and Roman cultures. The wall is about two miles in circumference; there are many churches, most of them, however, in ruins, which give Visby the title of "City of Ruins and Roses." It was, during the twelfth and thirteenth centuries, the most powerful, largest and richest city of the Hanseatic League. To-day it slumbers, but it has become a pleasant holiday centre. There are good beaches, and an interesting hinterland. The Snäckgärdsbaden, close to Visby, is a pleasant hotel and adjoins a sand beach. The season, though, is short, from June to August, but there are other hotels in Visby itself. Access is by overnight boat from Stockholm, or by SAS plane. The Swedish Travel Bureau (7, Conduit Street, W.1) and Bennett's Travel Bureau (11, Grand Buildings, Trafalgar Square, W.C.2) are recommended travel agents. The approximate cost of a fortnight's holiday at Visby is £85 (including air travel).

Lake Tinnsjo, near Rjukan, in the Telemark district of Norway

Norway.—Although no travel agent appears to offer holidays in the Telemark, a mountain-and-lake region in Southern Norway, this is a countryside I like very much. Cut off through the centuries from the outside world, the people still preserve their own separate way of life; and the glorious, healthy land, with its innumerable lakes, great forests and high mountains, provides a complete rest. There are some extremely pleasant hotels, too, in this region: at Morgedal; Rauland; Vrädal (facing Lake Nisservatn); Bolkesjö (overlooking glittering lakes with a wide vista of mountains and forests); Kviteseid; and the Lifjell Hotel, not far from Bö, the railway station at which you detrain on coming from Oslo in order to take a bus to the places I have named. For further information, consult the Norwegian National Tourist Office (20, Pall Mall, S.W.1). A fortnight's holiday would cost around £56, and the Norwegian State Railways (21, Cockspur Street, S.W.1) can attend to your travel requirements.

Denmark.—Randers is a pleasant town in Jutland, north of Aarhus, which offers many attractions, not least being its Hotel Randers, as good an establishment as any in the country. Within easy reach of the town are some lovely manor houses, while there are woods and heather hills around. There is also first-class salmon fishing. For further information, contact the Danish Tourist Bureau (71, Piccadilly, W.1). The inclusive cost of a fortnight's holiday in Randers would be approximately £45.

Holland.—For a family holiday, I can recommend Domburg, a seaside resort on Walcheren. Like all other villages on this island it is easily reached by bus. It is especially known for its combination of woods and dunes, and from it you can make short excursions to such pleasant places as Middelburg, Goes and Veere, dear to lovers of the picturesque. A feature of Walcheren is the local costumes which are quite fascinating. Middelburg is easily reached by train from the Hook, whence a bus covers the short distance to Domburg. There are good hotels in the resort, including the recommended Badhotel and the Wig-Wam. A fortnight's holiday would cost about £36.

Belgium.—Under normal circumstances there are few places more attractive than Brussels, with its lively, gay atmosphere, in contrast with the ancient dignity of its buildings. There are the café-lined boulevards, cobbled squares and broad avenues. Above all, there is its Grand' Place, surely the finest square in Europe. I also think longingly of its tiny restaurant, "L'Epaule de Mouton" (16, rue des Harengs, close to the Grand' Place), where you can eat as well as anywhere in Europe. After dark there is a full variety of entertainment. From the Belgian capital a wide range of day excursions is possible. (Worth noting are the 5-day and 10-day railway season tickets allowing you unlimited travel.) The Belgian Travel Service (83, Chester Square, S.W.1) is a recommended travel agent.

Luxembourg.—Here my choice falls on Echternach, famous for its Whit-Sunday Dancing Procession, but it is a town which offers other interests. Especially to be noted are its sixteenth-century Town Hall and the Basilica of St. Willibrord (eleventh-century frescoes in the crypt), who established Christianity in these parts in the seventh century. From Echternach you can make interesting excursions to other places in this lovely Duchy. The Hotel Grande de l'Etoile d'Or is a recommended place in which to stay; and a fortnight's inclusive holiday would cost about £40. Cooks could look after you.

Germany.—For anyone seeking a country holiday, I recommend Todtmoos, a small village tucked away in the folds of the Black Forest. Surrounded by the sheltering pine woods, it is a sunny oasis of green meadows and sparkling streams. Well away from busy roads, it provides a perfect setting for a restful or a family holiday. It offers a large swimming-pool and a beautiful countryside for walks and picnics, and it is a typical Black Forest resort. Interesting excursions are available, some tours going as far as Lake Constance and Switzerland. My preference is for the Hotel Loewen, and the cost of a fortnight's holiday there, including transportation, is from £37. Germania Travel (26, Old Bond Street, W.1) is a recommended travel agent.

(Continued on page 124)

ON THAMES AND CAM

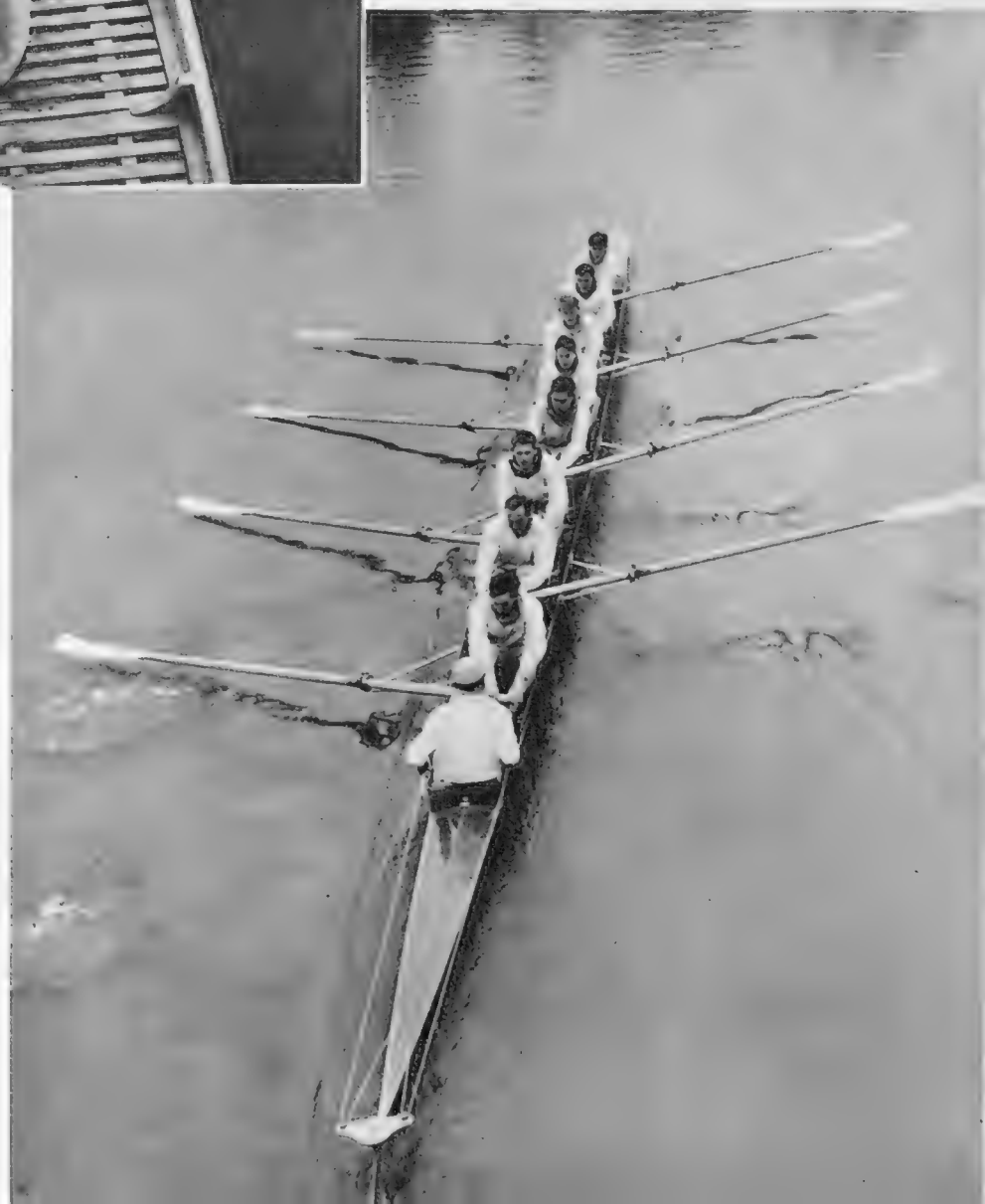
Training has started for the University Boat Race, which is to be rowed this year on April 1. Oxford summoned eighteen oarsmen to Wallingford last week. From them will presumably be selected the University and the Isis crews. The latter is the reserve eight which rows in the Head of the River Race on the Tideway. Full use is being made of the training tug *Leviathan*. The coaches are Group-Captain H. R. A. Edwards, who has trained the winning crews for the last two years, and Mr. L. A. F. Stokes. Cambridge, as usual, are beginning their training preparations on the Cam. In the crew for the first outing, Lord Chewton, Eton and Trinity College, was at stroke.

Possibles for the Oxford Boat Race crew practise in *Leviathan* at Wallingford

One of the two Oxford crews training on the Thames bring in their boat

Paul Hoffman, left, of Harvard University and Trinity College, chats with last year's cox, R. T. Weston, at Cambridge. Behind is Roger Nicholson, of St. Catherine's

Below: The Cambridge crew out on the Cam



BOOKS

GRAHAM GREENE'S BEST

Novels and thrillers, including a re-issue of an early Rose Macaulay and a teen-ager's first book

A new novel by Mr. Graham Greene, and his best since *The Power and the Glory*: this is by no means a snap judgment but the result of thoughtful reflection and some very satisfying re-reading. Apart from plays and essays, Mr. Greene divides his own work into the categories of novels, as above, and entertainments, such as *Our Man in Havana*. The present book is serious in intention, masterly in the apparent ease of its writing and philosophic in its compassionate detachment. It is also, as one would expect, magically readable. Henry James, never one to beat about the bush when he could go in his own elegant way to the heart of it, once wrote: "The only obligation to which in advance we may hold a novel, without incurring the accusation of being arbitrary, is that it be interesting." On this count alone A BURNT-OUT CASE (Heinemann. 16s.) fulfils the highest obligations.

The setting of the story is the Belgian Congo, more or less contemporary, but not in relation to tribal wars, violence or international catastrophes. A world-famous architect, drained and exhausted by what he has known of life, material success and love; who can say with Dante: "I did not die, yet nothing of life remained," comes up the river in the little paddle-steamer belonging to the Catholic bishop of the region and, when the boat stops, after ten days, at the end of its journey, disembarks to find himself in the strangest of possible havens. Querry is a brilliant man who has lost ambition, belief in the existence of undemanding human relationships, and his religious faith. This is his story and, as I consider it yet again, I think it is not simply as good as anything Mr. Greene has yet written, but his best book.

IN THE COOL OF THE DAY (Collins. 16s.) reminds the reader of what a stylish writer Miss Susan Ertz is. It is her fault that we should need the reminder since, in my view at least, she does not write nearly enough novels. As always, Miss Ertz makes a fastidious use of the English language and develops her plot with smoothness and economy. Being herself at least as much English as she is American this writer is admirably qualified to choose a theme which is concerned with love and friendship between men and women of the two countries. Without one's being wholly aware of it, some of her own understanding is passed on to the reader.

An English publisher visits New York for the first time to make the acquaintance of the head of his Anglo-American firm and to renew his friendship with the man's son who is a contemporary, first met during the war. He finds the younger man in great distress as his wife, a beautiful and rich young woman of very frail health, has left him to get away from what she considers his intolerable fussiness over her health. Most of Sam's friends regard her as spoiled and bone-selfish. Murray, the Englishman, with a home life that is not only tragic but inescapably sordid, meets her, becomes her confidant and falls deeply in love with her. The triangle so formed, with a disfigured, embittered wife at home to make up an uneasy square, is not an unfamiliar one. What is refreshingly different is Miss Ertz's treatment of it and of the characters who, one senses, have become more than people of fiction to their author. A sensitive, well-mannered and well-travelled book.

Eugene Ionesco (left), the Rumanian-born dramatist, and Samson François, the pianist, stand at the window of their compartment as they arrive at St. Lazare station, in Paris, on the boat-train from the S.S. *America*, which had brought them to France from New York. M. Ionesco's play *Rhinoceros* opened on New York's Broadway earlier this month

It is nearly forty years since Rose Macaulay wrote ORPHAN ISLAND (Collins. 18s.), but it remains a fresh delight. As Mr. Alan Pryce-Jones says in his introduction, perhaps the chief reason for reading it is that it gives so many clues to the character of its creator. With that I would heartily agree, as with the warmth of his feeling that "so intensely vivid is the memory of Rose Macaulay to those who did know her that her absence seems unthinkable." One of her last books was *The Towers of Trebizond*, a wonderful novel of fact, history, fiction, fantasy and wit, which one can re-read at intervals for the rest of one's life. *Orphan Island* is the one among all her other books which most clearly foreshadows it and shows the author as a young woman whose gifts had already taken their unique shape and her mind its highly original cast.

THE ENCLOSURE (Hutchinson. 15s.) is something else again: the work of Miss Susan Hill who wrote it at the age of sixteen and is at the moment well over eighteen. It is therefore most clearly a young person's novel, but that does not mean to say, luckily for some of us, that it is only for young people. Miss Hill appears to have quite a firm grasp of what the adult world is all about and, just as astutely, to have made a reasonably close guess at the way in which adults would like to have it presented to them. Her story deals with a

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ST. JAMES'S, LONDON

New volumes in the L.C.C. survey

In mid-seventeenth century the land between Piccadilly and Pall Mall contained one large house, a tennis court, and little else besides. Within forty years this area had become the court suburb of post-Restoration London, with St. James's Square, St. James's Street, and Pall Mall as the centre-pieces of the new West End, which in large measure came into being under the auspices of Henry Jermyn, Earl of St. Albans. It was a compact and aristocratic estate, owing much of its elegance to the court's move from Whitehall. It soon became associated with the chocolate and coffee houses, the forerunners of the West End clubs.

It is this fascinating piece of London which the London County Council has selected for detailed description in Volumes 29 and 30 of its survey, now celebrating its diamond-jubilee year. THE PARISH OF ST. JAMES, WESTMINSTER, SOUTH OF PICCADILLY (Athlone Press for the L.C.C.; two volumes. £8 8s.) is edited by Dr. F. H. W. Sheppard with the aid of a distinguished staff assisting in both the historical and architectural sections. The total text runs to over 600 pages, and in addition there are 300 pages of photographs in this massive, erudite, and remarkably readable work. The speed with which so many fine eighteenth-century buildings have been demolished is truly tragic, and the London developer still seems to set a cracking pace, with the Crown Commissioners, who should by rights dominate this area, only occasionally taking a resolute line. This, beyond doubt, is the most sumptuous work so far achieved by the London Survey, a work at once of quality and scholarship.

Why has Ludovic Kennedy written a detailed account of the macabre affairs of John Christie, the man who eventually went to the gallows for a succession of murders at 10, Rillington Place, in the slums of North Kensington? One answer is because Mr. Kennedy believes that there was gross miscarriage of justice when, in 1949, Timothy John Evans was hanged for the murder of his own child, one of the witnesses being Christie. In a foreword to this book, in the form of an open letter to the Home Secretary, Kennedy calls for a fresh inquiry so that justice may be done to the memory of Evans. TEN RILLINGTON PLACE (Gollancz. 21s.) is a far from elevating narrative, but it is well written and well reasoned; any Home Secretary would have to think carefully about ignoring it if he wished to go on being considered as an enlightened holder of his office. As for the character of Christie, it is altogether extraordinary; how he used his police experience to place himself among the hunters instead of the hunted is a revelation indeed. We are led to the conclusion that he slowly drew the noose round the slow-minded Evans' neck after the latter had given himself up because he simply could not bear the pressure of events.

When Thomas Mann wrote *Buddenbrooks*, his lengthy novel chronicling the decline of a great mercantile family in the person of an artist, the author was snatched up "in a whirl of success." That was in 1900, when he was twenty-five years old. Regarding his earlier days we are indebted to Mann himself for a short but delightful narrative which appeared in a limited edition in 1930, and is now made generally available under the title A SKETCH OF MY LIFE (Secker and Warburg. 10s. 6d.). Further light on the great novelist's career is also thrown by THE LETTERS OF THOMAS MANN TO PAUL AMANN (Secker and Warburg. 30s.). This covers the period 1915 to 1952. Amann, a philologist and cultural historian, seems to have stimulated Mann to no ordinary degree in writing of his own work.

John Symonds' THOMAS BROWN AND THE ANGELS (Hutchinson. 21s.) provides a fascinating glimpse of religious revivalism in America at the turn of the eighteenth century. Brown, who had been a Quaker and later a Methodist, still found his spiritual hunger unsatisfied when he turned to the Shakers, an American sect who divorced themselves from the world and worshipped God by dancing. Mr. Symonds has carried out a most excellent piece of research, and sets down the unusual story most entertainingly.

R. C. E.

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POLITICS AND THE SHIPYARDS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Just how much interest do businessmen want the Government to take in their industries? Off hand, the first answer from most of them in Britain would probably be, " Ideally, the less the better." On second thoughts, however, many of them have to reflect that just at the moment the circumstances are *not* ideal; and that there are certain points in their own particular industry to which they wish the Government would give some special attention. From the other side, a Government with no ideological urge whatever to tell individual businessmen what to do is, almost involuntarily, concerned with what ought generally to be done. Before one knows it Whitehall is offering public service, if not admonition, and industries are asking for help. The process has been illustrated rather vividly over the last year or so in two interdependent and vital British industries—shipping and shipbuilding.

This Government's particular involvement with these industries can be dated perhaps from its election manifesto in summer 1959, in which rather surprisingly it included a commitment to help the Cunard company keep its Transatlantic service up to date by the replacement of its Queen liners. That commitment, since the election, has engaged the Government and its advisers—notably a committee headed by Lord Chandos—in considerable calculation and discussion; but this was finally settled last autumn by a promise to lend Cunard £18,000,000 of the £30,000,000 that it will need to replace the Queen Mary with a 75,000-ton liner of similar passenger capacity and slightly greater speed.

Discussions over the replacement of the Queens, or at least one of them, involved some argument with other shipowners about the kind and size of passenger liner that it would pay Britain to operate on major routes during the nineteen-seventies and eighties; it also concerned which shipyards should build the new vessel. Shipowners other than Cunard had some fairly strong views about different kinds of ship; they also had views about the giving of Government aid to one particular shipowner. Cunard naturally has its own views about the shipyards where it would consider placing the " new Queen " contract; but as politics is to play some part in the financing, some political claims were also put forward from the different shipbuilding areas of Britain urging particular yards' fitness and capability to build it. There was also general pressure, since so much public money would be going into the venture, for a competitive tender rather than for the nomination of a particular shipbuilder by the owner, as might well have happened if Cunard could have financed the vessel wholly with its own money. In the event, a number of major yards were selected as qualified to tender competitively.

At any time, competition for the honour and the huge contract of building a transatlantic liner would be keen. In 1960-61 it must have been somewhat heightened by the general climate of the shipbuilding market, in which little new business of any kind, large or small, is on offer. The British shipyards will have begun 1961 with little more than 3,250,000 tons of new ships on their order-books, and quite a proportion of these orders either postponed or scheduled for delivery in a couple of years or so and not able to be brought forward. That total still represents more than two-and-a-half years' work at the current rate of building, some 1,350,000 gross tons a year; but a large proportion of it is concentrated into big tanker contracts for a few specialist yards. Many other yards, some of them big and famous ones, have laid the last new keel on their order books.

During 1960, however, the Government was concerning itself with the shipyards for separate reasons. Its Department of Scientific and Industrial Research is in the process of reappraising the amounts of State aid that it gives to research and development in many British industries through the co-operative research associations, and has begun particular studies of the effort going into these fields in a number of industries. And shipbuilding was one of the industries to which the D.S.I.R. sent its investigators.

What they said or may have said, initially, acquired a somewhat dubious fame; it appears to have been sweepingly critical. Either from Whitehall or from some of the people within the industry to whom they sent their preliminary report, some highly-coloured criticisms of management and of technical development in British yards were allowed to leak out. There were some questions about this in Parliament when the Minister of Science promised to publish " the report." When he did, just before Christmas, it seemed a rather denatured document, with few of the remarks that had been headlined at the time of the " leaks "; the Minister explained this by saying that there had, of course, been earlier drafts. The published report was still critical, but confined itself mainly to the specific research and development organisation of the industry; it made few of the criticisms that had been rumoured about management and was almost ludicrously pussy-footed in its failure to mention the restrictive practices of shipbuilding trade unions.

What the D.S.I.R. was obviously entitled to do was to scrutinise the way in which the public money that it gives to help research in shipbuilding and marine engineering—in all, some £200,000 out of the £2,500,000 a year—is spent in the two linked industries. Its investigators did not seem quite sure how adequate or effective they thought this effort was. Taking both industries together, they reckoned that total expenditure on research and development, as a proportion of annual output, was rather less than in other engineering industries; but in marine engineering alone it was markedly higher than the average for these other industries.

Financially measured, therefore, the weakness might seem to be in shipbuilding research; yet, on the whole, the investigators thought " adequate effort is probably being devoted to problems of hull resistance and propeller design " and that shipyards did seem ready to adopt new production techniques, such as welding and flame cutting of ships' plates, when these offered an advantage. And it was on the side where expenditure on research and development was comparatively high, in marine engineering, that the D.S.I.R. report was more critical, and doubtful whether Britain was as advanced as its competitors abroad or the builders of similar machinery for use on land.

Part of the argument in this D.S.I.R. report, obviously, was an argument between research administrators about the effectiveness of effort and expenditure, and about which particular research organisation ought to be given most of the money. There research critics did show some uncomfortable awareness that the people who finally decide what kind of ships and marine engines Britain builds are the shipowners who buy them. These were told that they ought "to demand the best that industry can supply, and not to restrict their search for better products to their traditional suppliers." For some of the technical directions that research enthusiasts might wish to follow are not those that ship-owners choose; the D.S.I.R. report, for example, wanted a revival of the development of marine gas turbines, in spite of the fact that Shell, after exhaustive tests over some years with this kind of propulsion equipment in a tanker, had decided it was not worth going on with.

One shipowner with whom I discussed this report said a little sourly, " They want us to make more use of consultants, and cite the Americans as using them. When American shipowners, or shipbuilders for that matter, can get along without subsidies, it will be time to learn from them." The British merchant marine is still the largest in the world, and enjoys less preferential treatment from its government than almost any other. On the other hand, one had to reply to him, the British shipping industry itself now wants, if not Government aid, at least Government support in countering the State support that many of its competitors receive.

In the Report that it has just published on shipping policy, the General Council of British Shipping complains very justifiably about what it calls " flag discrimination " on the part of many other countries—led, regrettably, by the United States. This discrimination covers policies, for example, that require 50 per cent. of all cargoes sent overseas as American foreign aid to be transported in American vessels. This often tempts the country receiving the aid, such as India, to stipulate that the other 50 per cent. shall be carried in Indian vessels, thus cutting commercially competitive ship-owning nations such as Britain and Norway out of such business. Other such policies include bans on foreign vessels picking up passengers in one American port, e.g., San Francisco, and landing them at another, e.g., Manila in the Philippines; it takes rules such as these, plus considerable operating subsidies, to keep American shipping lines in business in the Pacific.

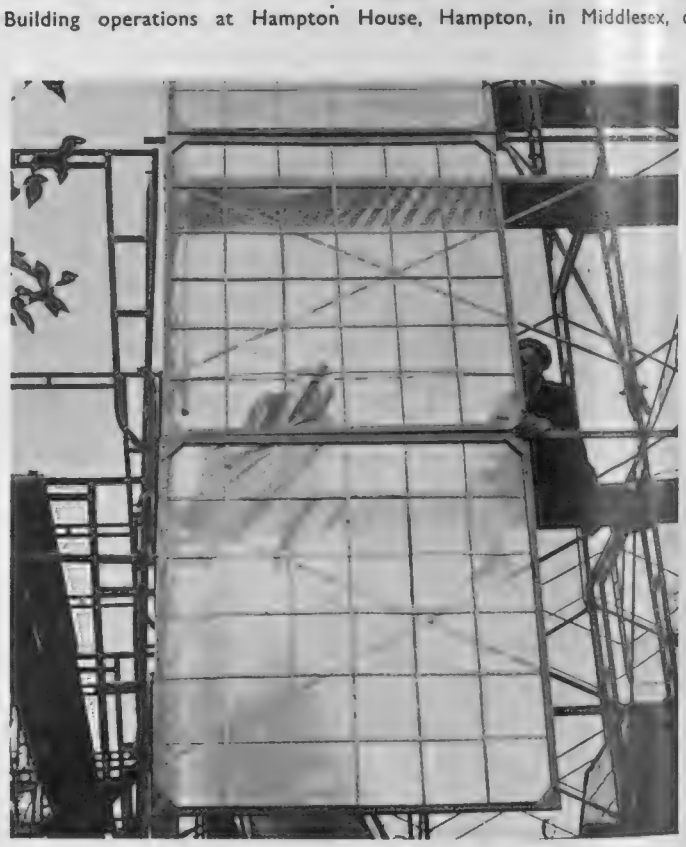
Apart from the subsidies for building new vessels and often for operating them that shipowners in some countries receive, a major problem for traditional shipping nations since the war has been the growth of " flags of convenience." These have developed in small countries such as Liberia, Panama and Honduras, which offer shipowners registration with practically no taxation at all and, for American owners, the added advantage of freedom from the very high wages and restrictive practices of American seamen's trade unions. Such fleets can compete very effectively with shipowners paying very substantial taxes, as in Britain. It is true that during the current recession in shipping these " fleets of convenience " have had more ships laid up than any other owners (partly because they include more tankers); but they retain the power to cut rates further.

The shipping industry is asking for much more freedom than it has to register its ships abroad, and also for permanent special treatment as a " national asset "; it does not want subsidies except in very special cases, such as prestige competition on the North Atlantic. In what might be considered a counter-attack after the critical D.S.I.R. Report on research into ship design, it complains that the Government is spending almost nothing on research and development for shipping, in comparison with the vast sums it ploughs into development for civil aviation. (Surprisingly, this line was hardly taken by the shipbuilders in commenting on that report; they were guarded, and willing to discuss suggestions, though irritated by certain of the comparisons with other countries, which they considered unrealistic.) Government interest in both shipping and shipbuilding, however, seems certain to increase from now on; what businessmen in both would hope is that it may become more positive and not merely negative.

Above: Part of the L.C.C.'s Brandon Estate, in Southwark, is this eighteen-storey point block, one of six similar blocks built by Wates Limited, under a contract worth over £1,100,000. Rising to a height of 170 ft., each of the blocks contains sixty-four two-bedroom flats and four penthouses. This makes a total of 408 dwellings. The structure of the building consists of a monolithic reinforced concrete inner core, with a reinforced concrete inner frame for the external walls, and floors of the same material. Wates began work on their contract in August 1957 and finished this month

Below: The new four-storey Hagley Road office block at Edgbaston, Birmingham, was finished recently, representing one of the first steps in the redevelopment of the area. Built by Wates Limited, the structure houses the branch offices of Barclays Bank on the ground floor and the General Accident Fire and Life Assurance Corporation. on the three upper floors. Constructed in reinforced concrete, it is faced on the side elevations with grey mosaic tiles and on the front and rear elevation with aggregate panels prepared from Cornish de Lank and pink Aberdeen granites set in concrete

Building operations at Hampton House, Hampton, in Middlesex, contin



At Hampton House, two workmen fix the panels into position

A new method of keeping out the weather on building sites was brought into operation during the construction of Hampton House, in Middlesex. Developed by Permafence Limited, in conjunction with British Cellophane Limited, the system consists of 6-ft.-square protective panels. These are made up of two cedar-wood frames which are clamped together, sandwiching a single web of 500-gauge polythene film. This is supported by thin wooden slats. The panelling is fixed to steel scaffolding erected round the site, on lines of wooden battens. Light enough to be carried by one man, the panel can withstand pressures of up to 50 lb. per sq. ft. During the gales this winter, the system has been in use at the pilot site, Hampton House. Great success with the method was reported. On this trial run, the panelling was only used to protect the windward sides of the building, the roof being covered with BCL polythene film fastened down with a small overlap. It is proposed, however, that the panelling can be used to cover the whole of a construction site. The system is designed to be used with all types of scaffolding.

spite bad weather by means of a system of polythene protective panels

A completed block of St. Christopher House, Southwark, London, built for the Ministry of Transport

CONSTRUCTION

The view of St. Christopher House under construction shows the flat slab floor and arrangement of columns

Pre-cast concrete cladding panels are fixed into place

Three of the main blocks of St. Christopher House, situated on the Thames at Southwark on a site bounded by Southwark Street, Great Guildford Street and Zoar Street, were completed at the end of last year. The fourth block is due to be finished in April. Altogether, they make up what is believed to be Europe's largest office building, with 18¼ acres of floor space and over 2,000 offices. Of the blocks, the East is fourteen storeys high and the West eleven storeys; the six-storey building near the East block has been designed to contain shops on the ground floor; and the building being completed is an eleven-storey extension to the West block. Throughout, the building has been constructed of *in situ* reinforced concrete columns and flat slab floors. Stairs and landings are of pre-cast concrete. Externally, the aggregate finishes are of green Criggion granite and dark red Harden stone. General contractors are the Token Construction Company Limited.

INDUSTRY AND THE STOCK MARKET

CARS IN LOW GEAR

By "THE SPHERE" CITY CORRESPONDENT

The spokesman for the Ford Motor Company who said recently: "It looks like being a thin market and the outlook is not good at the moment," seemed to show more realism about the immediate prospects for the British motor industry than the dealer end of the trade which has been blandly telling the newspapers that an upturn is already apparent. The December hire purchase figures scarcely confirmed that a recovery was even on the horizon with credit sales of all motor vehicles, new and second-hand, sharply down on a year earlier and on the previous month. Even the resilient Ford Company put its workers on a three-day week in early January. But fifteen years of boom, interrupted briefly by the aftermath of the Suez affair, have made it difficult for the motor industry to look a slump squarely in the eye.

Last year started with production, sales and profits reaching record levels, and the manufacturers were looking forward to their best-ever twelve months. By May, weekly output of passenger cars had reached 35,000, the highest ever attained, and a year's production of more than 1,400,000 units was confidently predicted. By mid-summer the scene had changed dramatically with Vauxhall taking the almost unprecedented action of allowing dealers to cut prices to clear stocks. At the year's end weekly output was down to around 20,000 units and all the main companies had their labour forces on short time.

Despite these gloomy conditions, none of the manufacturers has lost enough heart to announce any substantial revisions of their expansion plans which are to cost, together with those of some of the bigger component makers, around £250,000,000. Lord Rootes, head of the Rootes Group, boldly stated: "I think the car industry has still got a very great future but anything that expands rapidly must live in a world of changes, must adapt itself to those changes and particularly when you have an international situation as it is to-day." Sir Leonard Lord, of the British Motor Corporation, re-emphasised his plans to raise vehicle production to 1,000,000 units a year, an increase of 30 per cent. over the mid-1960 level.

Are the motor makers right to see present conditions as only a passing phase? It is a question impossible to answer confidently but there are a number of facts to justify long-term hopes. The present hire-purchase curbs of a minimum down-payment of 20 per cent. with the balance spread over a maximum of two years undoubtedly deter many who will buy when easier terms are allowed. Only one adult in eleven in Britain owns a car, compared with one in three in America and one in eight in Australia. Already the two-car family in Britain is not uncommon in the middle-income groups. As the undeveloped countries advance, the demand for motor-cars will grow.

The less cheerful side of the picture shows a sharp decline in exports, particularly to the United States, where "compact" cars have cut deeply into the market formerly held by European models. A side effect of this is that there are now far more European cars available to compete with British models in world markets as a whole. Apart from the recession, the last few months have seen some drastic changes in the pattern of the industry here. Ford of Dagenham is being taken over by its American parent and Standard-Triumph International is being absorbed into Leyland Motors. Standard's fate was predictable, for when its annual report was published last November the balance sheet disclosed that more than £20,000,000 was tied up in stocks and work in progress, double the figure of twelve months previously. The company was, in fact, running at a loss.

These absorptions mean that there are now only two independent British mass-producers left—British Motor Corporation and Rootes. Such famous names as Rover, Rolls-Royce and Alvis, are only small producers of cars, the former concentrating on Land-Rovers and the latter two on aero engines. Jaguar Cars, one of the most astonishingly successful motor companies in the world, is still on full-time production with waiting lists for most models, but its total output is only about 25,000 units a year, compared with Ford's 400,000 peak production rate. Its profits have risen from about £400,000 to well over £3,000,000 in the past ten years and a measure of its financial status is the high level of its shares which yield under 1½ per cent.

The biggest motor company in Britain is B.M.C. (child of the Austin-Morris merger in 1952) which sells more than a third of all cars made here. Its models include Wolseley, Riley, M.G. and Austin Healey. Its profits in the year that ended last July were a record £32,000,000, an increase of more than 50 per cent. over the previous year. But its extraordinarily turbulent labour relations have lowered its investment standing in the City.

The Rootes Group, making Hillmans, Humbers and Alpines, and commercial vehicles, accounts for twelve in every 100 British cars. Although it has a high reputation for quality, its limited capacity makes it vulnerable in an industry where big production is normally necessary for survival. Current expansion plans for the whole industry will step up capacity to around 2,000,000 cars a year within the next two years. Unless these plans are scaled down, or there is an unexpectedly high demand at home and overseas, it may well be that the industry will not be operating flat out for a good part of the 1960's.

GOOD LIVING

by Ganymede

It is a pity that, as far as their clients are concerned, the great *chefs des cuisines* in our top hotels and restaurants seldom become real personalities, simply because they hardly ever emerge from their kitchen fastnesses to face their public. I, as one customer, like to see a cheerful chef's face and exchange greetings or even discuss the day's dishes. I was lunching at the Westbury when I was reminded of this lack by the fact that the *mâitre chef*, Marius Dutrey, one of the rare exceptions, makes a habit of appearing among the tables in the restaurant several times during lunch. Watching him, I had no doubt whatsoever that the guests enjoy meeting him and even seeing him around creates an atmosphere of confidence. After all, one might argue that he is showing himself because he has no fear of possible complaints, so everything on the menu must be perfect.

My lunch was! It was delightfully simple, consisting of *langoustines* with the best *rémoulade* sauce I have tasted for a long time, followed by roast pheasant and glossy-smooth *profiteroles au chocolat* from the trolley. The 1955 *Dorf Johannisberger* with the shellfish and the 1949 *Chambolle Musigny* with the pheasant went very well. I am not surprised that both the restaurant and the grill—where you can have a meal at a fixed price—at this hotel enjoy such popularity as they do.

Mâitre Dutrey sets the tone with his artistry, vast experience, and thorough grasp of gastronomy. Having conducted the kitchens of some of the most famous hotels in Paris, he came to this country thirty years ago and crowned his long career by taking charge of the old Langham and the Savoy kitchens. He was persuaded to come out of retirement in 1955 to open the Westbury kitchens, which he has supervised ever since. It is to his credit that his former *sous-chef* at the Westbury has been given the job of *chef des cuisines* at the latest and tallest hotel in London.

But this is only one side of his personality. His hobby is painting; he painted the flower design of his Christmas cards this year, and he is the author of a charming gastronomic miscellany, *Calendrier Gastronomique*, a revised edition of which has been recently published by Frederick Books (30s.). Each chapter deals with one month of the year and its culinary repertoire. But plenty of occasions are found for recounting anecdotes from the epicurean history of France, fully justifying the sub-title: "*Histoires de Cuisine et Cuisine de l'Histoire.*"

The one I like best of these deals with the six surviving daughters of Louis XV. The princesses occupied a suite of communicating rooms at Versailles and every cupboard in their rooms was always crammed full of hams, sausages, "daubes" and wines. They did this, according to the Comte d'Argenson, one of the ministers of Louis XV, because they were eating continuously, at all hours. Then Dutrey goes on describing a typical menu of the gargantuan meals of this household, and concludes: "*Les jeunes filles savaient manger à cette époque, où l'on n'exigeait pas des femmes la minceur actuelle, ennemie de la gastronomie!*"

I like a curry occasionally when it is properly prepared, preferably by an Indian cook. I would no more order a curry in an ordinary English club or restaurant than a cup of tea in France. If I did, I would probably be presented with a khaki-coloured thick sauce of curry-like flavour disguising the re-heated remains of a joint of roast lamb or left-over chicken, as the case may be. No, thank you. Indian, Pakistani, Ceylonese and Malayan dishes are especially well done at Veeraswamy's, probably the oldest restaurant of its kind in London. For the last twenty years it has been owned by Sir William Steward, who will always be remembered for his greatest achievement as an M.P. a few years ago. He was chairman of the Kitchen Committee at the Commons, and for the first time in history, he made catering pay its way in Parliament. He has retired from politics and now devotes his full time to Veeraswamy's.

I met him after dinner there the other night, and he told me about his continuous search for even more interesting and captivating flavours for his kitchens. He is just off to India on one of his frequent fact-finding trips, when he often surprises the owners of specially recommended small restaurants, by ordering every dish on the menu, and having tasted a mouthful of each, departing satisfied. He told of his recent success in producing a satisfactory canned version of curry with the alchemist's delight in turning iron into gold. He claims that his is the only true curry in cans, and to propagate this view, he spent a fortnight in Macey's store in New York last year demonstrating its use personally. He was a roaring success over there, I understand, and was dubbed "King Curry," a title which seems to fit him very well.

We also discussed the old question as to what one should drink with curry. While acknowledging that in its homeland no alcohol in any form is drunk with it, we agreed that Europeans could do worse than a dry, white wine with curry and we settled for a youngish Moselle as a good example.

A printed notice is displayed in the shop of a multiple baker's and confectioner's in the King's Road, Chelsea, which declares: "No goods sold in this shop contain dairy cream. They are just the same as ever: wholesome and delicious."

A helicopter is prepared to carry a 20-ft. length of piping across the marshes at Cliffe, near Gravesend, in Kent

Right: From its base, the helicopter lifts the heavy steel pipe section into the air at the start of its journey

Below: Over the marshes, the pilot is directed into position by the marshal who is signalling from the ground

AIRLIFT FOR A PIPELINE

In poor conditions on the rain-swept Thames marshes at Cliffe, in Kent, a Widgeon helicopter of British United Airways laid 1,700 ft. of steel piping in a day. It was believed that using normal methods the task would have taken a week to ten days, and that it was the first time in Britain a helicopter had been employed for such a purpose. The operation cost about £200 compared with the £1,200 which would otherwise have been needed. Constructed for Associated Portland Cement Manufacturers, the pipeline is to carry slurry, the base product for manufacturing cement. This is being dredged by means of floating pontoons. The helicopter, which was fitted with specially designed lifting gear, swung the sections of piping, each weighing 4 cwt., into position within 3 ins. of the previous length laid. Workmen, some of them wearing protective helmets, bolted the lengths into position, taking on average about four minutes for each. The eighty-six sections of the pipeline were laid in seven hours.

Sections are manœuvred into place

MOTORING

OFF TO MONTE CARLO

The move to unify motoring regulations and other news

By **COURTENAY EDWARDS**

The Monte Carlo Rally gets under way on Saturday, January 21. Cars of many different nations, equipped to cope with ice, snow, fog and flood, leave seven different and widely-separated starting points on the annual motoring marathon to the Mediterranean. Once again the biggest contingent have chosen Glasgow as their jumping-off point and Paris is also a popular choice. Other starting points are Frankfurt, Lisbon, Monte Carlo, Stockholm and Warsaw. All seven cavalcades link up at Charbonnières, after which the rally cars will take six hours to pass any given point on the route.

It will be obvious from this that the weather and road conditions can affect competitors in a widely varying degree. Some will be able to tackle the most difficult parts of the journey in daylight. Others will have to do it after dark. It 's all part of the glorious uncertainty of the "Monte," which never seems to lose its glamour and still attracts many private entrants in spite of the fact that they stand little chance of success against the highly organised factory teams and works-assisted crews.

That part of the long trek to the Mediterranean which is common to all competitors— from Charbonnières to Monaco—has been divided into five sections. They have tight time schedules and special tests which will call for great driving skill and considerable stamina. This part of the rally itinerary is the trickiest of all, even if the weather is kind. It will take competitors over steep, narrow alpine roads and it is almost certain that this year the rally will be won "on the road." The organisers have planned the route with this in mind following many complaints from competitors, including a large number of British crews.

It is always unsatisfactory when a large number of rally cars get to Monte without penalty, leaving the event to be decided by the results of another long, tough drive through the Alpes Maritime after only a few hours sleep at Monte Carlo. There will be no such mountain test this year, though provision has been made for a "race" round the Grand Prix circuit next Thursday if it is necessary to resolve ties.

Ford, B.M.C. and Rootes will be strongly represented again this year by strong factory teams, but there is widespread regret that the Standard-Triumph organisation has no factory-entered cars. I have not heard the reason for their withdrawal but expense may have something to do with it. I understand it costs most of £10,000 to take part in the rally on the scale adopted by this firm last year.

B.M.C. have entered two teams: Austin A.40's (starting from Stockholm) and Morris Mini-Minors (which set out from Paris). One of the A.40 crews will be Pat Moss and Ann Wisdom, who won the ladies' cup in a similar car last year (when three German Mercedes-Benz saloons finished in the first three places in the general classification).

Ford also have six factory cars: five Anglias and one Zephyr. Two of the Anglias are starting from Paris, including one driven by Mrs. Anne Hall (who has won the ladies' cup in one of these cars in the last two R.A.C. rallies) and Miss Valerie Domleo. The other official Ford entries set out from Monte Carlo.

In an important memorandum submitted to the Royal Commission on the Police, the A.A., R.A.C. and Royal Scottish A.C. stated that motorists are often perplexed at finding motoring regulations being enforced in different ways at different times in different parts of the country. They called for an investigation of this lack of common policy and the introduction of uniform methods "which can be understood and respected by the motoring public."

A new collapsible caravan is the Chateau-mobile. When folded up it measures 6 ft. 8 ins. long, 4 ft. 10½ ins. wide and 2 ft. 9 ins. high. Below: It can be erected in five minutes and can sleep four people. The Chateau-mobile is an aluminium camping trailer with wood and metal sections and a waterproof canvas cover. It does not obscure the driver's rear view and is sold by the Easden Manufacturing Co. Ltd., at £295

"This is vital," the motoring organisations declared, "if satisfactory relations between the police and the motoring public are to be maintained." They point out that the public has a marked distaste for the patrol operations of plain-clothes police in vehicles not readily identifiable as police cars. They also criticise multiple charges and the practice of serving notices of intended prosecution, which they say often cause needless annoyance and distress to the motorist.

Mr. Tim Kelly, secretary-general of the A.A., tells me that at the turn of the year membership of the Association stood at a new record figure of 2,513,000. This was a net increase of 190,000 compared with twelve months earlier. To achieve that figure and counteract unavoidable membership "wastage" from death and other causes they had to enrol 965 new members every day. Mr. Kelly said the A.A. is firmly set on a policy of decentralisation and has decided not to let the head office in London's Leicester Square get any bigger.

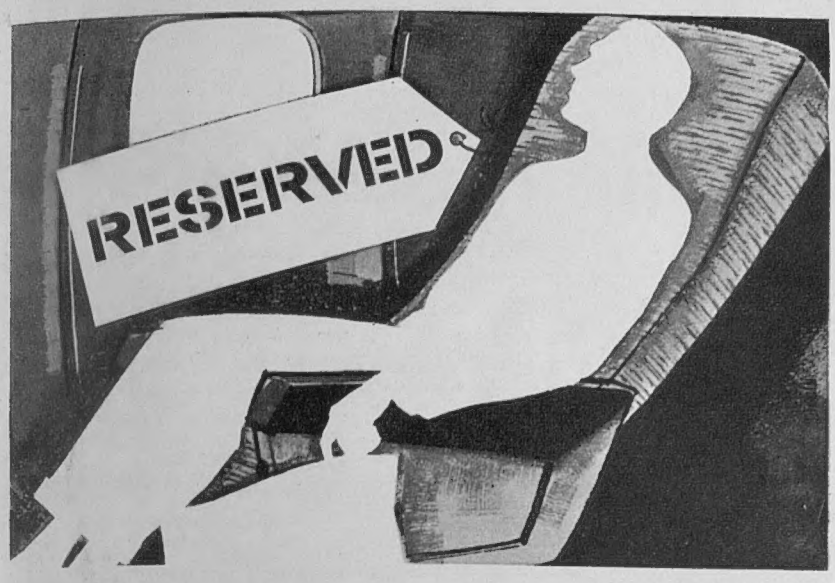
Did you know that if you are planning a winter holiday on the Continent you can ring up the World Climatology Branch of the Meteorological Office at Harrow, Middlesex (Harrow 4331), to obtain detailed weather information concerning the countries you are proposing to visit? This is one of many useful facts given in a new eleven-page A.A. booklet on *Continental Weather*. It contains a table giving the average monthly temperatures and rainfall figures for all the principal cities in Europe. No less useful is a section containing guidance on winter motoring in thirteen different countries.

The R.A.C. does not announce its membership figure but Mr. Wilfrid Andrews, its energetic chairman for many years, tells me that during 1960 the Club recruited new members at the record rate of 500 a day. New offices were opened in Liverpool and Leeds and others are to be opened at Croydon and Plymouth in the near future. The mileage of foreign routes issued to members by the R.A.C. in 1960 totalled nearly 65,000,000. Home routes added up to 100,000,000 miles. The West Country was again the most popular of the touring grounds, with the South Coast next, followed by Scotland, the Lake District and Wales.

To encourage careful car drivers the R.A.C. has decided to continue its one-third premium rebate after one claim-free year on its private car insurance policy. After four claim-free years there is a 40-per cent. bonus. The Club is giving further encouragement to careful riders of motor-cycles and scooters by offering a premium reduction of 25 per cent. after four years of safe driving.

Briefly. . . . The Monopolies Commission is to investigate the system under which "tied" garages contract to sell the petrol (and sometimes the lubricants) of only one oil company. . . . Congratulations to the British Insurance Association on their excellent dramatic road safety film *Six Candles*. . . . Between January and October last year Jaguar exports to Switzerland rose by 34 per cent. to record figures. . . .

Recommended books: Lord Montagu of Beaulieu's *Lost Causes of Motoring* (Cassell. 30s.); and *The M.G. Companion*, by Kenneth Ulyett (Stanley Paul. 15s.). . . . The Mobil Economy Run, with an entry restricted to forty cars, starts at Worthing on April 15. . . . In 1960 production of Vauxhall cars and trucks exceeded 250,000 for the first time in one year and home car sales were up by more than 8 per cent. . . .



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TRAVEL

(*Continued from page 110*)

Switzerland.—Vevey, lying beside the lovely Lake of Geneva, is a resort which does not yet swarm with package tourists. From it there are fine views of the Alps. In the background there are the gently-rising slopes and picturesque valleys that form the beautiful countryside of the Vaud Canton. Nearby is the Byronic Castle of Chillon. Within easy reach are Lausanne and Montreux. Interesting excursions, too, can be made to such places as Gruyères, Blonay and Puidoux-Chexbres, a village set amidst vineyards and hanging like a balcony over the lake. "Vevai is a town more beautiful in its simplicity than any other I have seen," wrote Shelley. Although it has kept pace with modern demands it remains a select resort different from the more popular nearby centres. A fortnight's holiday will cost you from £28 (by rail), or £35 (by air). Swiss Travel Service (69, Ebury Street, S.W.1) are specialist travel agents.

The Swiss resort of Vevey by the shores of the Lake of Geneva

AIR SERVICES TO CARRY CARS FARTHER AFIELD IN EUROPE

Napoleon built some excellent roads in France, but surely some of them are the dreariest, if the fastest, in Europe. Many a driver has paled at the thought of 500 to 700 miles of hard driving down these endless *routes nationales*. The car-sleeper has been a help, but what was needed was an airlift from Britain farther than across the Channel.

It is good to hear, therefore, that the Channel Air Bridge, a subsidiary of British United Airways, has been granted a licence to operate air car ferries from Southend to Lyons, Strasbourg, Dusseldorf and Bremen. This new service, which, it is hoped, will begin this year, will provide a magnificent start to a holiday. The possibilities of motoring in Poland and Russia now become practicable as well as holidays down the tail of Italy, in Calabria or Sicily. "Carvairs" are to be used, a wonderful British conversion of the well-known and trusty DC-4, which is still used for Atlantic crossings. Five cars and twenty-five passengers can be carried. It is a good deal larger and faster than the Bristol freighter which has done such sterling work over the years on cross-Channel ferry services. The "Carvair" will be far less noisy, and the passenger accommodation a good deal more comfortable.

Unfortunately, negotiations have not yet been completed with foreign Governments so that a starting date cannot be given, nor can bookings be accepted, but I understand that there is reasonable hope that something will be announced before Easter. Although no fares and vehicle rates have yet been fixed, it is estimated that for passengers the average single journey from Southend to Bremen will be £11, to Dusseldorf £9, Strasbourg £12 10s., and Lyons £12 10s. Taking 15 ft. 6 ins. as the typical length of a car, single rates for such vehicles to Bremen will be £24, Dusseldorf £22, Lyons £31, and Strasbourg £27. The cheapest rates will be for an 11-ft. car with a single journey to Bremen costing £9, Dusseldorf £8, Lyons £11, and Strasbourg £10.

Booking car space on cross-Channel ferry services run by British Railways, French Railways and the Belgian Marine has to be made very early in the year if particular dates and times are required. It is good to hear, therefore, that accommodation is to be increased this year during the peak season by 37½ per cent.

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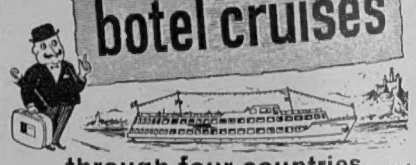

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, Ingram House, 13-15, John Adam Street, London, W.C.2.

(Continued from previous issue.)

CONTINUING my previous article on the road to Land's End, I move on from Honiton to Exeter.

Here there is a choice of two hotels, both outside the city and both quite different. Country house hotel devotees should make for *Gipsy Hill Hotel*, at PINHOE, three miles on the London side of Exeter. From the windows and grounds of this tranquil hotel you will get a panoramic view of Devon scenery extending from Haldon Hill down the estuary of the Exe to the sea. Around is typical English country house charm—stately trees and a well-kept garden. Equally favourable is the interior with large comfortably-furnished lounges, spacious bedrooms and good catering.

On the Exeter By-pass will be found the *Devon Motel*, one of the Graham Lyon Group. All the rooms have private baths or showers and a garage below, while the admirable restaurant and cocktail bar are housed in the converted country mansion attached. Well placed is this motel for the passing motorist.

After Exeter there is a choice of three routes—the main A.30 road via Okehampton and Launceston, the hilly and winding (but scenically more interesting) road over Dartmoor via Moretonhampstead and Tavistock, or the southern road via Plymouth. All have their advantages and one's choice must vary according to the time of the year and the time available.

Taking the A.30 route first, there are a number of wayside hotels and inns that are well versed in catering for the tourist. At TEDBURN-ST.-MARY, for example, is the *King's Arms Inn*. Only eight miles west of Exeter, it should be noted for its good food, wines and comfortable lodgings, as well as the ample car-parking facilities.

Further along are two hotels quite different in character, but equally good in the essentials that matter. First, the *Oxenham Arms* at SOUTH ZEAL, four miles east of Okehampton. Away from the main road, parts of this inn date back to the second half of the twelfth century, but modern comforts in the shape of hot and cold running water, ample bathroom accommodation, razor points and electric heating are now well to the fore. The attractive low-beamed bar is a showpiece as well as a pleasant halting place for refreshment and the hospitable owners will welcome you for a short or a long stay at any time of the year.

A mile or so down the road to *Skaigh House*, at BELSTONE. The terraced grounds overlook one of the loveliest beauty spots of the Dartmoor National Park, and the hotel, a converted moorland house, has been efficiently transformed into a comfortable unlicensed hotel with the best of home cooking and the personal touch of the owning family as the bases to ensure contentment.

The next port of call is LAUNCESTON and the *White Hart*. Trust Houses have done wonders in the rehabilitation of this old posting house and visitors are now assured of comfort and warmth throughout the year, as well as salmon and trout fishing on the hotel water if they want it.

For the remainder of the A.30, until one reaches Penzance, our hotel map is, at present, a blank, so I will turn my attention to the second route—over Dartmoor. On this road in spring and early summer the full glory of the moor can be appreciated and it is worth a leisurely journey to enjoy the views. MORETONHAMPSTEAD is a convenient stopping-place and here I recommend the *Manor House Hotel*—under the direction of British Transport Hotel Services. A luxurious country house, one could well spend several days here enjoying the sporting amenities and surroundings of this fine hotel. There is an 18-hole golf course, badminton and squash courts, hard tennis courts and two trout streams for guests to enjoy, and the house itself is designed to provide the maximum amount of comfort without overcrowding. Golfers should particularly note the special inclusive week-end rates during the off season.

Two Bridges stands at the intersection of two moorland roads and the hotel of the same name has been famous as a coaching inn for many years. Pleasing to the eye and restful to the body are the bedrooms, tasteful to the palate is the catering and, if you plan an extended stay, there are facilities for riding, fishing and shooting.

Strictly speaking, the west-bound motorist should head now for Tavistock but, to see another piece of Dartmoor, continue on to YELVERTON and then either down the long hill into Plymouth or via A.386 to Tavistock. In Yelverton make a point of visiting the *Moorland Links Hotel*, an excellent port of call in transit to and from the Cornish coast and, with directors and staff all personally interested in the welfare of guests, a good standard of food and accommodation is assured.

The southern route from Exeter passes through the rich farmlands of South Devon and, for a stopping place en route to Plymouth, I suggest *Holne Chase Hotel*, outside ASHBURTON. At Dartmoor's foot and overlooking the River Dart, this is an ideal spot for a restful night. We can, from personal experience, vouch for the quality of the food and the comfort and warmth of the hotel—indeed they are the points on which the reputation of *Holne Chase* has been built.

PLYMOUTH, busy commercial and naval port, has a small hotel in the heart of the city that will suit many a visitor. The *Crescent Hotel* is both modern and conveniently situated, so, if you cross the Tamar during the course of your westward journey, call in for a meal in one of the two restaurants or spend a night in one of the six bedrooms—all of which have a private shower.

At Liskeard, the two southerly routes join and, although I have no recommendations for some distance on the road itself, there are many good hotels on the coast. Too numerous to mention here, please write for my advice if you have any special part of the county in mind.

Space is limited, so I must complete my journey with mention of one hotel that all travellers to Land's End by the direct route should note. The *Queen's Hotel*, at PENZANCE, stands on the sea front and is well suited to resident and transient visitor alike. Spacious and modern, it makes a good terminal point to the journey whatever the time of year.

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